

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the Gen
Post Office in the United Kingdom

YOUR MOST VALUABLE ASSET
is your eyesight.
See that it is kept on the
CREDIT SIDE IN YOUR
LEDGER OF HEALTH.
Accurate glasses will keep your
eyes fit for the daily strain
of Business.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,322 號二十百三零萬二第 日二初月七年亥癸 HONGKONG, MONDAY, AUGUST 13th, 1923. 一拜禮 號三十月八年二十國民華中 PRICE, \$3 PER MONTH

INTIMATION

FRESH STOCKS

ALLSOPPS
BRITISH
PILSENER BEER

Specially Brewed

FOR

HOT CLIMATES.

SOLE AGENTS:

CALDBECK,
MACGREGOR

& CO. LTD.

15, QUEEN'S ROAD.

TEL. 75 CENTRAL.

SPORTING.

SPORTING GUNS by W. W. GREENER
and Other Makers—British, French and
American—also SPORTING CARTRIDGES
of all descriptions.

Sportmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
now on view at our Store.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
5-6, BEACONSFIELD ARCADE.

PEAK TRAMWAYS CO. LIMITED.

TIME-TABLE.

WEEK DAYS.		
7.00 a.m.	7.10 a.m.	
7.20 "	"	every 15 minutes
7.30 "	8.00 "	" 10 "
7.40 "	8.20 "	" 20 "
7.50 "	8.40 "	" 30 "
8.00 "	8.54 "	" 40 "
8.10 "	9.04 "	" 50 "
8.20 "	9.11 "	" 60 "
8.30 "	9.20 "	" 70 "
8.40 "	9.30 "	" 80 "
8.50 "	9.40 "	" 90 "
9.00 a.m.	10.00 "	every 10 minutes
9.10 "	10.20 p.m.	" 15 "
9.20 "	12.40 "	" 20 "
9.30 "	12.47 "	" 30 "
9.40 "	12.57 "	" 40 "
9.50 "	1.04 "	" 50 "
10.00 "	1.13 "	" 60 "
10.10 "	1.29 "	" 70 "
10.20 p.m.	4.00 "	every 10 minutes
10.30 "	4.30 "	" 15 "
10.40 "	4.50 "	" 10 "
10.50 "	5.00 "	" 20 "
11.00 "	5.10 "	" 30 "
11.10 "	5.27 "	" 40 "
11.20 "	5.37 "	" 50 "
11.30 "	5.44 "	" 60 "
11.40 "	5.54 "	" 70 "
11.50 "	6.04 "	" 80 "
12.00 "	6.10 "	" 90 "
12.10 "	6.27 "	" 100 "
12.20 "	6.37 "	" 110 "
12.30 "	6.44 "	" 120 "
12.40 "	6.54 "	" 130 "
12.50 "	7.04 "	" 140 "
1.00 "	7.13 "	" 150 "
1.10 "	7.20 "	" 160 "
1.20 "	7.30 "	" 170 "
1.30 "	7.37 "	" 180 "
1.40 "	7.47 "	" 190 "
1.50 "	7.54 "	" 200 "
2.00 "	8.03 "	" 210 "
2.10 "	8.10 "	" 220 "



Price: Per Case, 1 doz. qts., Duty Paid—\$28.00.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.

No. 8, QUEEN'S ROAD CENTRAL

Tel. Central No. 135.

HONGKONG.

[133]

DAIRY FARM NEWS**FISH****JUST RECEIVED**

Direct from the Scottish Fisheries

Fresh Stocks of

FILLETS**HADDOCKS**

AND

KIPPERS.**LOTOL**

An entirely new and scientifically prepared Germicide, Disinfectant and Liquid Insect-Vermin Destroyer.

Sudden Death to Germs and Insects. Non-Injurious to man.

Insist on LOTOL. Do not be put off with inferior substitutes.

THE GENERAL COMMERCIAL CO., LTD.

10, Des Vœux Road Central

Sole Agents for Hongkong.

OBTAINABLE AT:

The Colonial Dispensary,
The China Dispensary,
The Sun Co., Ltd.,
Yee Hing Tomley.The Pharmacy,
Baikilly & Co.,
Wing On Co., Ltd.,
Sui Cheong.**W. P. SIMPSON**

(LATE OF DESS BROS.)

TAILOR & BREECHES MAKER

has opened Business at

ASTOR HOUSE BUILDING

Queen's Road Central.

2nd Floor.

**PRESCRIPTIONS**

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctors' Prescriptions filled here and the result will be satisfactory.

THE PHARMACY,

The Red Building, (opposite Ice House St.)

AHEAD OF THE MAIL.

[SUPPLEMENTARY WIRE FROM INDIAN PAPER.]

JEWEL THIEVES AT WORK.

LONDON, July 19th.

The well-known firm of Warwick's, who have important business connections in India, were prosecutors in a case at the Old Bailey, in which Steven Bonchi pleaded guilty to stealing a bunch of pearls valued at £14,000.

The defendant was entrusted with the pearls temporarily, and returned them to Warwick's, who only subsequently found that the contents of the parcel contained a few bits of tin.

The prosecuting counsel stated that Warwick's had lost £140,000 in pearl thefts, and it was obvious that there were other people behind the defendant.

The Common Sergeant postponed sentence in consequence of the defendant's desire to assist justice by giving all possible information.

EXTENT OF GAMBLING MANIA.

LONDON, July 19th.

Giving evidence before the Betting Committee, Mr. George Yates, President of the Northern Bookmakers and Hackers' Association, stated that £118,000,000 was staked annually in horse-racing, comprising £84,000,000 office starting price betting, £28,000,000 race-course betting, and £28,000,000 street betting. He estimated that there were 5,000 street bookmakers, but Sir George Hamilton, a member of the Committee, declared that there were 5,000 in London alone.

The witness said that £20 was a fair average of daily takings for street bookmakers.

He estimated that £10,000,000 to £15,000,000 was employed in the betting business.

Mr. Joseph Marshall, Secretary of the National Sporting League, estimated the betting turn-over as £300,000,000.

EARL MARRIES ZIEGFELD POLLY.

LONDON, July 20th.

Chicago: The Earl of Northesk has married Miss Jessica Brown, the American actress.

This is a culmination of a romance started at the beginning of the year, when Miss Brown was appearing in London.

An earlier message stated:—

The meeting of the Earl of Northesk and Miss Jessica Brown, formerly of the Ziegfeld Follies, at the pier was most affectionate. Miss Brown did not stand on ceremony, but threw her arms round the earl's neck and kissed him rapturously. He appeared confused by the publicity, but delighted at Miss Brown's ardour.

Cinema operators photographed the whole scene, and said that Miss Brown's kiss measured seven and a half feet of film.

Lord Northesk told the reporters that he hoped that Americans would drop his title in addressing him, and call him just "Dave".

The Earl continues to maintain that the date of the marriage is not fixed, and says that it is for Miss Brown to decide. He expects that the wedding will take place in Buffalo.

Lord Northesk, in reply to a question, said that his mother agreed to the wedding, and added that the best proof that he intended marriage was the fact that he resigned his lieutenancy in the Guards to come to America for the wedding.

Miss Brown declines all information about the plans for the wedding.

A reporter asked Lord Northesk whether he liked American girls better than English. The earl blushed with embarrassment, but a friend came to his assistance, saying: "Obviously, he does, or he would not desire to marry an American."

Mr. Harry Green, the theatrical producer and actor, told the reporters on board the *Olympic* that Lord Northesk asked him to come over to his last man, but the earl gave the reporters the impression that the best man would be Mr. J. F. C. Ogle, also a passenger, and the son of a London real estate dealer.

CEYLON'S CONSTITUTION.

LONDON, July 22nd.

In the House of Commons, replying to Mr. Linfield, Mr. Ormsby-Gore stated that he had seen a newspaper summary of the Governor of Ceylon's speech at Jaffna on June 13th, regarding the reform of the constitution. The Governor on that date had not been authorised by the Secretary of State for the Colonies to make any announcement in regard to his decisions on the reforms, and the Secretary of State was in fact still communicating with the Governor on several important questions. Colonel Wedgwood asked whether it was not rather unfortunate that the Governor should make this announcement at the present critical moment, and especially at Jaffna, which was the centre of a section of the warning communities of Ceylon. No answer was given.

In the House of Commons, Mr. Ormsby-Gore stated that he hoped that in a few weeks an agreement would be reached on the subject of Ceylon. One of the outstanding questions concerned was the possible representation of Tamils in Colombo and the Western Province, where Tamils numbered only 20,000 of a population of 12,000,000. A suggestion had been communicated to the Governor that Tamils be granted an additional territorial seat in the Tamil area, or a communal seat for the whole Colony either elected or nominated. Mr. Ormsby-Gore added that he had received a telegram from the Governor of Ceylon saying that his speech had been misquoted, possibly intentionally, and a garbled version of it in the press bore little resemblance to what he actually said. Col. Wedgwood asked whether the settlement as regards Ceylon would apparently satisfy everybody, except the Singalese. He hoped that the peasants and coolies would be represented on the Council by nominees. It would perhaps have been better if they had given the Burms' constitution a boost to Ceylon.

RUSSELL DIVORCE CASE APPEAL.

LONDON, July 23rd.

In the Court of Appeal, the hearing has begun of the appeal lodged by Mrs. Russell against the decree nisi granted to her husband, the Hon. John Hugo Russell, on the grounds that the Jury's verdict was against the weight of evidence and that the Judge had misdirected the Jury.

Mrs. Russell and her mother were present in the Court, while the public gallery was full, although there was plenty of room in the body of the Court.

Mr. Patrick Hastings, K.C., opening the case, said that the main, if not the only, evidence against the wife in substance was that, whereas she and her husband occupied the same room, the husband alleged that he could not have been the father of the child, and if evidence of the reason for this assertion was inadmissible then there was no evidence against the wife at all. In the circumstances, a husband could not be permitted to give such evidence.

The whole battle between husband and wife centred round the child, and if it were to be open to the husband to say, "It is true that we occupied the same bed, but nothing occurred," and then to have read letters to show that the wife was not the kind of person that a jury would like, the would certainly open up a new terror in divorce.

Referring to Mr. Justice Hill's summing up in the Court below, Mr. Hastings complained that the Judge's direction that the onus of proof was on the petitioner was not put sufficiently strongly.

Mr. Patrick Hastings cited cases in support of the contention that the evidence of the Hon. John Russell in regard to non-access was inadmissible.

Replying to Lord Justice Warrington, Mr. Patrick Hastings agreed that he meant that a statement of non-access where there was evidence of opportunities for access was inadmissible from the husband or from the wife.

Sir Marshall Hall, for the husband, said that the only issue was that of adultery, and if there was any danger in the case, it was that the jury would strain to return a verdict which would not even inferentially injure the child. The jury, in fact, had given this verdict, and on the broad issue there was ample evidence on which they could so find.

LONDON, July 24th.

The Master of the Rolls, giving judgment dismissing the appeal, said that the appellant had relied on the judgment of Lord Mansfield that, in the interests of decency and morality, it was not competent for the husband or wife to give evidence showing non-access. In this case, however, that proposition had been narrowed down and the position had also been changed by legislation. Nobody could doubt that the evidence of the husband in this case was relevant, while the possibility of any man getting rid of his wife by alleging that a child was not his was of great practical importance, as such men were rare, and no Judge or Jury would pay attention to him unless his story was strongly corroborated. Here there was corroboration of the husband's story.

It is learned that it is very probable that Mrs. Russell will appeal to the House of Lords.

DUKE OF YORK VISITS LIVERPOOL.

LONDON, July 24th.

The visit of the Duke and Duchess of York to Liverpool was marked by an unfortunate accident. A horse of one of the carriages in the procession shied at the cheering and plunged into the crowd, knocking down and running over a dozen people, including seven children, who were the chief sufferers in the shape of fractured legs, cuts and bruises. All of them were taken to hospital.

LONDON AUTOMOBILE EXHIBITION, 1923.**IMPORTANT INNOVATIONS.**

The seventeenth International Motor Exhibition (for private motor cars) organised by the Society of Motor Manufacturers and Traders, 83, Pall Mall, London, S.W.1., will be wholly staged this year at Olympia, London, W. It will be opened to the public on Friday, November 2nd, and will continue until Saturday, November 10th.

Recent enlargements of the famous exhibition building at Olympia will make it possible to accommodate all the exhibits under the one roof. The display will be the most notable and comprehensive ever assembled on behalf of the motor industry. The latest developments in all types of private car chassis, carriage work, accessories, components and tyres, will be shown. The Private Car Exhibition will be followed from Thursday, November 22nd to Saturday, December 1st, by the International Commercial Road Transport and Heavy Development Exhibition, also at Olympia. There was no Commercial Vehicle Exhibition last year, a fact which will make this year's display of unusual interest and importance. Since the last exhibition striking developments have taken place in design, following upon the increased and growing demand for goods and passenger carrying motor vehicles of all kinds.

The exhibition will embrace the various types of Petrol, Petrol-Electric, Electric, and Steam Vehicles for goods and passenger transport, and general utility purposes, together with their components, accessories, and tyres, and also Plant, Machinery and Materials used in the construction, maintenance, and development of roads. The Roads Section is a new departure, due to the recognition by the Society of the fact that the functions of the commercial motor vehicle manufacturer and the road engineer are in a sense complementary to each other. Associated with this Section there will be a Town Planning exhibit which is being organised by the National Housing and Town Planning Council. By means of models and plans the latest schemes and methods of city and town development and road construction will be shown.

The development and utility of the commercial vehicle in all its aspects, together with the latest methods adopted in modern road construction to meet the conditions created by the enormous increase in mechanical road traffic, will be discussed at a series of important conferences of public service and trade organisations representative of practically all branches of industrial and commercial activity.

NOTICE OF REMOVAL.**"HONGKONG DAILY PRESS"****OFFICE**

HAS BEEN REMOVED TO

1A, CHATER ROAD (3rd Floor)

AND THE

PRINTING WORKS

TO

208, PRAYA EAST

(Corner of Percival St.)

ALL CORRESPONDENCE UP TO 6 P.M.

SHOULD BE ADDRESSED TO

1A, CHATER ROAD.

TELEPHONES (Central 12 (Day Time).
4511 (Night Time and Sundays).

Tel. Central 2313.

P. O. Box 530

HAWTHORNE & PEARSON

LADIES' & GENTLEMEN'S TAILORS

AND BREECHES MAKERS.

St. George's Buildings, Ice House Street

Next to Cafe Wiseman.

RUSSO-ASIATIC BANK
CAPITAL (FULLY PAID) ... 5,000,000
RESERVE FUND ... 2,000,000
CAPITAL CONTRIBUTED BY THE RUSSIAN GOVERNMENT ... 3,000,000
RESERVE FUND ... 1,750,000

HEAD OFFICE:
Paris, 4, Rue Boudreau.
LONDON OFFICE:
64, Old Broad Street, E.C. 2.

BANKERS:
LONDON: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
NEW YORK: The Irving Bank—Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:
Changhai Hankow Manchouli Tientsin
Chefoo Hsichin Nanchang Urumchik
Dairen Hongkong Peking Yokohama
Hailar Khabarovsk Shanghai

HONGKONG BRANCH:
Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.
H. A. RODGERS, Manager.

HONGKONG CIGAR STORE CO., LD.
ALEXANDRA BUILDING, HONGKONG.

50 Abdulla V. L.	No. 1	...	\$120
50 " "	Egyptian No. 2	...	110
50 " "	No. 16	...	150
50 " "	No. 14	...	200
50 " "	Turkish No. 11	...	190
50 " "	Special No. 1	...	285

When in doubt about your eyes or your glasses Consult

CHINESE OPTICAL CO.
Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL
Hongkong.

THE AMERICAN EXPRESS CO. INCORPORATED.HEAD OFFICE:
NEW YORK CITY.**INTERNATIONAL BANKING-SHIPPING-TRAVEL.**

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organisations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT. DEPOSIT AND CURRENT ACCOUNTS.

FOREIGN EXCHANGE.
LETTERS OF CREDIT.
TRAVELLERS CHEQUES.
LETTERS OF CREDIT.
STEAMSHIP PASSAGES.
HOTEL RESERVATIONS.
BAGGAGE INSURANCE.
CABLE AND POSTAL REMITTANCES.
PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking Shipping and Travel Transaction.
P. J. VANHECKE, Manager.

P. & O. BANKING CORPORATION LIMITED.

(INCORPORATED IN ENGLAND 1920)
with which is affiliated
THE ALLAHABAD BANK, LTD.
INDIA.

AUTHORISED CAPITAL ... £5,000,000
SUBSCRIBED AND PAID UP ... £2,500,000
RESERVE FUND ... £2,115,000

HEAD OFFICE
122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH
14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:
Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the world.

O. CHAMPEIN, Manager.
22, Des Vœux Road Central, Hongkong.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

SOLE AGENTS FOR

"PUDLO"

Makes Cement Waterproof

"FEUSOL"

The Immovable Fire Cement.

Tel. Central 236.

2, Queen's Building.

For

**EVERYTHING
ELECTRICAL**

Get an estimate from

THE HONGKONG HOTEL COMPANY.

Electrical Dept., Peddar St.

SALE NOW ON

A FRESH STOCK OF

**MANILA HEMP HATS
FOR LADIES.**

Latest Styles,

Various Colours and Shapes

AT LOWEST PRICES.

Come Now!

Come Early!!

Don't Miss the Opportunity!!!

SWATOW DRAWN WORK CO.

16, Des Voeux Road Central, Hongkong.

P. O. Box 445.

Telephone No. 2860

SOUTH MANCHURIA RAILWAY

OPERATING ALL LINES IN SOUTH MANCHURIA AND CHOW (KOREA), EAST OF MUKDEN.

**SUMMER HOLIDAY
RESORTS**

SOUTH MANCHURIA AND CHOW

HOSHIGAWA.—Finest Seaside Summer Holiday Resort in North China. Five miles from Dairen, but connected with the city by special motor and carriage road and electric tramway. Yamato Hotel (35 rooms) and 13 furnished bungalows in charming cliff garden. Bathing, Boating, Fishing, Golf, Tennis, Billiards, Orchestra twice a week. Capital place for children.

OGONDAI.—Most beautiful and select Seaside Resort in the Far East. Two miles from Port Arthur. Formerly the Summer Resort of the high Russian officers and officials. Yamato Hotel and 20 villas and bungalows, mostly with detached servants' quarters. Excellent Bathing, Wonderful Scenery, Historic Battlefields, Ruined and Dismantled Forts Miles to charming Walks and Drives. Abundant Picnicking Facilities. Orchestra twice a week. Best place for high-class families.

PORT ARTHUR.—Famous for its two memorable Sieges and its beautiful landlocks Harbour. Exactly one hour's journey Dairen by express train. Yamato Hotel (16 rooms). Excellent place of historical and scenic interest to fill a month with a fresh walk or drive every day. Most healthy and salubrious spot in the Far East.

KONGOSAN.—The famous Diamond Mountain of Korea. A special Summer Resort rivaling Switzerland for climate and scenery. Beautiful peaks and charming cascades. Grand recuperative qualities. Kongosan Hotel (10 rooms) at Onseiri and Chosenji Hotel (11 rooms) at Chosenji.

All under the direct management of the **SOUTH MANCHURIA RAILWAY CO.**
Illustrated Booklets and all Information sent free on request.

Applications may be sent to the Hotel Managers at the various resorts or to
THE ASSISTANT GENERAL MANAGERS OF HOTELS Traffic Department
SOUTH MANCHURIA RAILWAY, Dairen.
Cable: Adm. Mantero.
Codes: A.B.C. 5th Ed. A1 & 148bers.

MICHELIN

CUSHIONING CAPACITY

ENSURES

COMFORT

Sole Agents:

LEPACK CO., LTD.,
50-52, Queen's Rd. C.**SIBERIA'S CAPITAL.**

AMERICAN VISITOR GETS A GOOD IMPRESSION.

Mr. Morgan Palmer writes in the Shanghai Weekly Review:—

In the summer of 1921 it was my fortune to pass several days in Chita, then the capital of the Far Eastern Republic, as Eastern Siberia was called. Now, just two years later it has again fallen to my lot to spend a few days there, and it has been interesting to compare conditions and appearances then and now.

On the former occasion, I was with the retiring Minister from Chita, Mr. Charles R. Crane, and his little party, on our way to America, and we waited there for a few days while telegraphic correspondence was carried on between the Chita and Moscow Governments in regard to our proceeding across Russia. A Soviet Mission had just been deported from New York, and there appeared to have been an idea in some quarters that this was the opportunity to retaliate by denying us passage through the territories of the Soviet Government. The invitation was finally given however, and accepted, and our journey on to Moscow and Petrograd was interesting, comfortable and free from supervision or interference; we lived in the same little second class car from Harbin to Petrograd, attaching it and detaching it, as we pleased. The State Department regulations forbidding the carrying of American passports into Russia were in force at that time, but were soon after cancelled; our rapid and safe transit across the two continents of Russia, and the presence of United States Senator France in Moscow, at about the same time, may have had some influence on causing their cancellation.

Chita is only ten hours west of Manchouli, or Manchuria Station, the Russo-Chinese frontier, and a very comfortable express train makes the run connecting at Chita with the weekly express train to Moscow, and at Manchouli with the express train for Harbin and Vladivostok. All these trains have first, second and third class accommodations, with sleeping berths and dining car, so that our journey was without any discomfort. In the next compartment to ours was a family from Estonia travelling home to Europe across Russia. We saw them start on the Moscow Express, which was using some of the International Sleeping Car Company's carriages. Passengers and mails appear to be going in both directions in almost pre-war time.

CHURCH AND FOOTBALL.

We arrived on a Sunday morning in time to attend service in the great Cathedral and also at a smaller church. The services appeared unchanged from the former day in their magnificence and solemnity—the wonderful choral singing without instrumental accompaniment is always most impressive—and they were well attended by men and women. On Sunday afternoon there was an athletic meet in a high stadium from the various schools participating. The teams from some of the girls' schools took a creditable part in the track events, and football seems to have become very popular, as all about the city we saw groups of school-boys of various ages playing. This surprising interest in athletic sports in the Anglo-American sense appears to be a hopeful sign for the future, as it was said formerly to have been almost non-existent.

REAL MONEY.

As for money, there was no change in two years' time, the Romanoff gold rouble being still the standard with the silver rouble and half rouble pieces, and the subsidiary ten, fifteen and twenty Kopek coins in circulation. All paper money appears to have been kept out—at least we did not see or hear of any. Our gold coins Russian and American, were readily accepted or exchanged and our letters of credit from the American Bank at Harbin were negotiated with only the ordinary formalities. The silver roubles and subsidiary coins circulate not at face value, but at a fixed rate *vis-à-vis* the gold rouble, but it was a satisfaction to find no depreciated paper currency, which is so troublesome in many other parts of the world.

I was interested in seeing some of the hospitals and an orphanage newly opened in an old Monastery. The doctor, who has been in charge of the large Municipal Hospital for twenty-three years, has had remarkably interesting experiences in seeing Chita grow from a small frontier town to its present size; the many political changes of the past few years appear not to have affected him of his work. The doctors spoke gratefully of the supplies given them by the American Red Cross during the war. The hospitals appeared clean and well-managed, under obviously many difficulties, but the absence of open windows and fresh air, even in crowded wards and on a mild June day, was noticeable to us as a sign that ancient notions still prevail.

FEW FOREIGNERS.

The foreign community in Chita, was small; a former American Commissioner on the Allied Commission at Vladivostok was there with his family; an American mining man who had been operating a gold mine in Eastern Siberia for two years with considerable success; two or three Britishers were there also; and business men make occasional visits from Harbin. An American Consul and Military Observer had just been transferred away. Little business is being done, however as there is little production of exportable materials about Chita; it has always been important as a railway, administration and military centre, rather than as a centre of production. High import duties, especially on anything which might be termed a luxury, have recently been imposed, in order to protect home manufactures; and secure the long-haul from European Russia for the half-starved railways, but such artificial protection of infant industries is a device of governments in other parts of the world, though often unacceptable to the foreign business-man desiring to import.

The former dependence of Eastern Siberia upon Manchuria for sugar, flour, and other necessities is obviously unpleasant to the Chita leaders, as is their continued dependence upon the Chinese for vegetable gardens, and the small shops and trades, in all parts of eastern Siberia. (Two years ago, we found the Chinese gardeners and small traders everywhere on our trip through Russia—most of them were war-time labourers stranded in various parts of the country and forced to make a living as best they could. The so-called Chinese Battalion of the Soviet Army of whom we talked with members, was recruited from the same source.)

It was interesting to find at the head of the Far Eastern Government in Chita, Matveiev, a Siberian Cossack, who held an important Cabinet post two years ago, in the Far Eastern Republic. Government salaries are small, the highest being one hundred and fifty gold roubles a month, but higher salaries are paid in the semi-government banks, co-operative stores, etc. Living is cheap, however, and every effort is apparently being made to keep down extravagance. The army appears to be well clad and equipped—one beautiful afternoon we were returning from a drive about the Lake, where we saw four military aeroplanes rise one after another and begin long flights and evolutions. Motor cars are used only by the Government, but carriages with good horses are numerous, and one can have delightful drives over the pine-covered hills, or to the Lake or Mineral springs not far away. Small but attractive log cottages at these places are still in demand; some people were again coming as far as from Harbin to the summer resorts in this part of Siberia, which were popular before the war.

THE HUMBLE EXALTED.

The public parks, restaurants, theatres and cinemas are well attended; we saw a German film of "Othello" one evening, and another evening we spent in a large park, where a drama, well acted on an open-air stage, was competing with a band-concert at the opposite end of the park, for the favour of the thousand or more people in attendance. On the whole, the people were surprisingly well clad; there was not the extravagance of some other Asiatic cities, nor was there evidence of the dire poverty which seems to accompany such extravagance. The levelling process of the Revolution has brought this about to the formerly chosen few (the articulate) it has been levelling down, but to the many it seems to have been an uplift. Everyone is expected to work, but work ends at two o'clock, so that afternoons and Sundays are free for pleasure and recreation, even for the labourer.

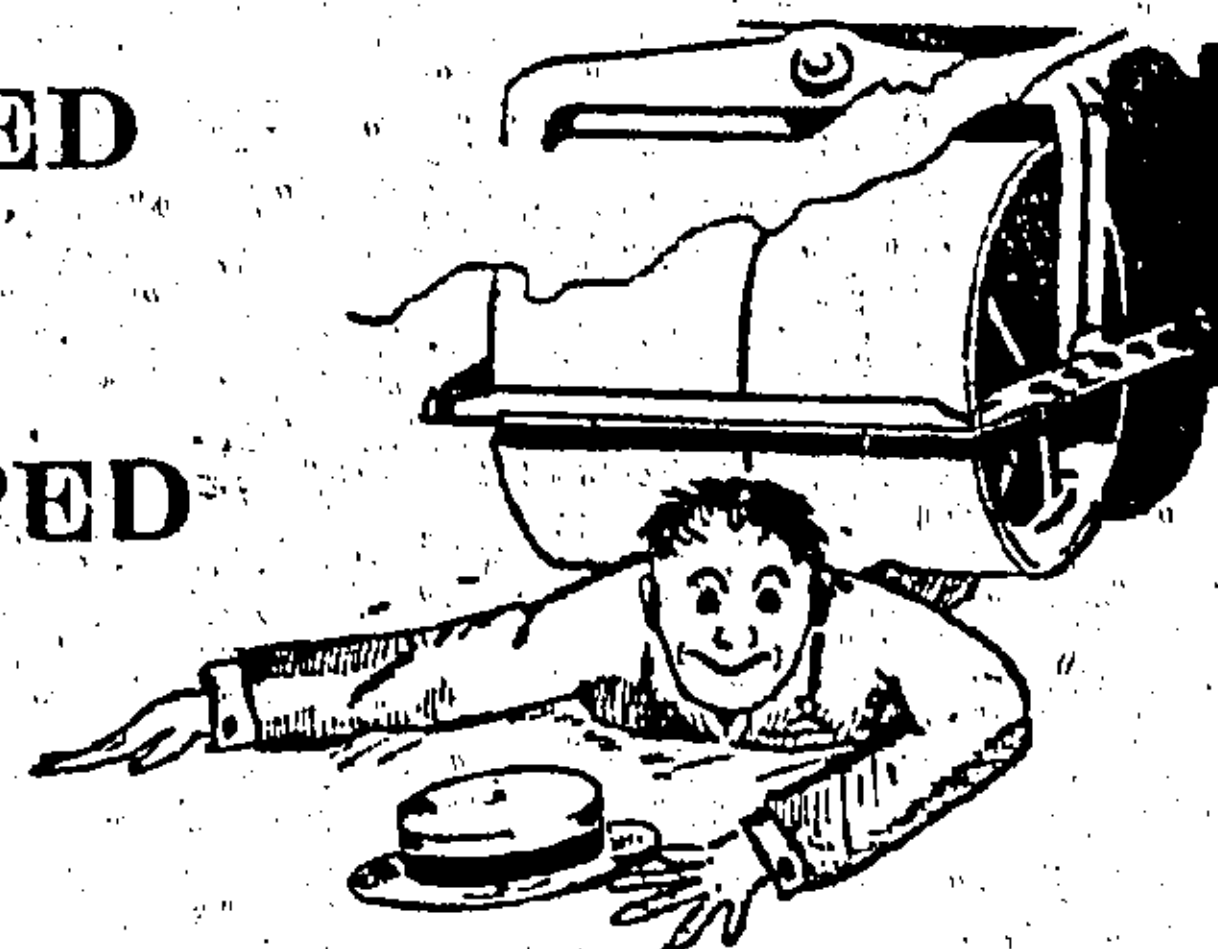
But one lays himself open to the charge of imitating the ancient prophet Balaam who was sent out to curse and returned to bless! who played the part of the prophet's antagonists is not apparent in this case. To serious inquirers one can only say go and see: the policy of the ostrich is not constructive nor progressive.

AUSTRALIAN CHURCH INDEPENDENCE.

The Anglican Church Synod, in a special session held at Melbourne to deal with the legal nexus of the Church in Australia with the Church in England, has passed a resolution in favour of an all-Australian Convention which should prepare a common constitution for the Church in Australia. Sydney, Brisbane, Tasmania and Bendigo had voted against the proposed severance of the nexus.

PRESSED

AND

RE-SHAPED**IF YOUR SUMMER CLOTHES CANNOT BE WASHED.
WHY NOT HAVE THEM DRY-CLEANED.****DIRT, STAINS AND CREASES VANISH AS IF
BY MAGIC UNDER OUR PROCESSES, AND THE
ORIGINAL SHAPE AND SET IS RESTORED.****STEAM LAUNDRY CO.**

HEAD OFFICE and WORKS YAUMATEI, Tel. K 32.

HONGKONG DEPOT, 16, Stanley Street, Tel. C 1279.

62, Praya, East.

KOWLOON DEPOT, 19, Canton Road.

CANTON, 19, Shark Central East.

Write or Phone

for

PRICE-LIST.

YE OLDE PRINTERIE, LTD.

COMMERCIAL PRINTERS, ACCOUNT BOOK MAKERS, Etc.

14, QUEEN'S ROAD CENTRAL.

Telephone 3797.

V. C. LABBAM, Managing Director.

WORLD THEATRE**MONDAY, 13th, & TUESDAY, 14th August,**
at 5.15 P.M. and 9.15 P.M.**MARIE PREVOST**

in

**A Stunning production equalled in Drama and
Luxury by Few Super-Pictures****MOON LIGHT FOLLIES.**

2.30 & 7.15 p.m.

"AROUND THE WORLD IN 18 DAYS"

Episodes, 1, 2 & 3.

USUAL PRICES.

BOOKING AT THE THEATRE.

INSECTS MENACE HEALTH.**FLYOSAN** Kills the flies that worry horses, cows and milkers.**FLYOSAN** Kills lice that sap the blood of animals and fowl.**FLYOSAN** Kills mosquitoes that banish sleep.**FLYOSAN** Kills moths that ruin clothes and blankets.**FLYOSAN** Kills cockroaches that prowl around the kitchen after dark.**FLYOSAN** Is sure death to insects.**SPRAY "FLYOSAN" IN YOUR HOME.****FLYOSAN** is obtainable at**ALL THE LEADING DISPENSARIES.**

JOHN L. THORNYCROFT

AND CO. LTD.
SHIPBUILDERS AND ENGINEERS

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.

TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS
MARINE AND STATIONARY OIL ENGINES
8 TO 90 B.H.P.
MOTOR VEHICLES 2 TO 6 TONS.

WATER-TUBE BOILERS.

FOR QUOTATION, APPLY—

ROBERT DOLLAR BUILDING,
SHANGHAI.

K Crepe-soled Sports SHOES



Sole with the highest grade pure plantation crepe rubber, specially vulcanised by a new process. K Crepe Shoes are unaffected by a climatic condition, and the sole is attached inseparably to the upper. Flexible and easy from the first time of wearing, with a heavily corrugated "non-slip" tread. K Crepe-soled Sports Shoes are ideal for games, walking or motoring.

K manufacturers take their stand on the makers' 50 years' reputation for good workmanship.

Tan Calf with heels for Golf or walking.

\$23.50.

White Leather no heels for Tennis.

\$21.00.

Hongkong Agents

Mackintosh & Co., Ltd.,

Men's Wear Specialists.

Alexandra Building,

Des Vaux Road

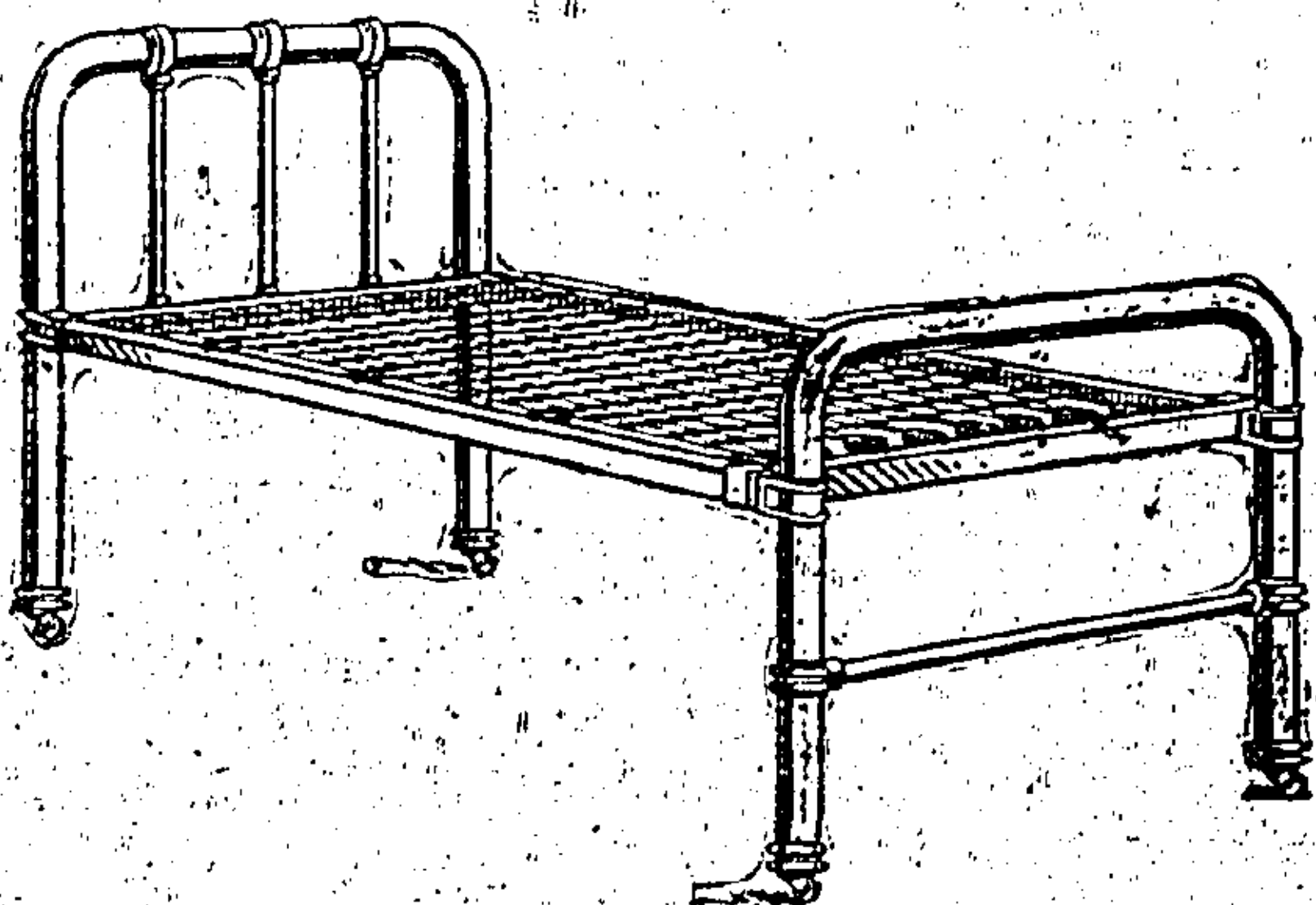
PREPARE FOR THE WET WEATHER.

BUY ONE OF OUR
HIGH GRADE
RAIN COATS
they have
UNRIVALLED WEARING QUALITIES.

PRICES TO SUIT ALL.

THE SINCERE CO., LTD.

WHITEAWAY'S SALE SPECIAL BARGAINS THE "WHITEAWAY" BEDSTEAD



THIS IS THE BEST VALUE EVER OFFERED IN 3 PART BEDSTEADS. STRONG IRON FRAME. DIAMOND WIRE MATTRESS SIZE 6 1/2 WIDE 3 FEET.

NOTE
OUR
PRICE

\$15.50

WHITEAWAY, LAIDLAW & CO., LTD.
FIRST FLOOR SHOWROOMS.
FULL OF BARGAINS.

CHINESE RAILWAYS. THREE SUCCESSFUL LINES. FOREIGN CONTROL ESSENTIAL.

(FROM "THE TIMES," PEKING.
CORRESPONDENT.)

On the occasion of my recent visit to General Wu Pei Fu I had the opportunity of seeing something of three railways, and in view of the exposure of the facts in regard to the same of the Chinese lines, in the article appearing in *The Times* of February 15th, it seems only fair to point out that there are some lines whose position is favourable.

The article in question was prepared with the object of drawing attention to unfortunate developments in regard to certain railways and of emphasizing the necessity of action in order to ensure against loss in the future. There was no intention to damn Chinese railways in general as a field for foreign investment. On the contrary, all who are interested in this country are eager to promote railway enterprise.

Connecting with the Peking-Hankow trunk line are three railways all of much value as feeders of the main line. The most northerly links up with Taiyuanfu, the capital of Shansi, a distance of 151 miles. The line, known as the Chang-Tai Railway, was built with French money, under a loan agreement for 40,000,000 francs, which provides for French control. It is one of the only two railways in China of metre gauge and has cost, inclusive of 2,000,000 francs for interest during construction, about 24,000,000 francs. Amortization began in 1917, and the principal will be extinguished in 1932.

Meanwhile under foreign management the railway prospered: revenue for 1921 being 23,334,000 francs, as against operating expenses 21,505,000 francs. The net surplus for 1922, after payment of all loan charges, is 2,000,000 francs. The net profit accruing to the Chinese Government during the years of high silver, when the maintenance of the loan service cost very little, was substantial, and still remains large although silver is down. The line under French management is well maintained, and in nine years will become the unencumbered property of China.

"BLACK DIAMONDS."

A little way north of the Yellow River is the Tao-Ching railway, ninety-three miles, connecting the town of Taokow, east of the trunk line, with Chingchuan on the west, both in Honan. The railway was constructed to serve the mining area in which the Peking Syndicate operates, and was extended eastward beyond the main line with the object of reaching the Wei River and thus connecting with Tientsin via the Grand Canal. The bond issue was for 2800,000 francs, the proceeds of which paid for construction. Interest and amortization have been duly paid to date, and the principal will be extinguished in 1924.

The loan agreement provides that the management of all the affairs of the railway shall be undertaken by the Peking Syndicate. The revenue for 1921 was 1,250,000 francs and the working expenses a shade over half, leaving a balance of more than sufficient to pay the loan charges. In the west this line is being extended to reach the Yellow River, where it will tap a considerable water-borne traffic and extend the market for coal. The anthracite coal mined by the Peking Syndicate and its associated Chinese company is increasingly in demand, and the line delivers over a million tons annually to the Peking-Hankow railway, by which it is carried mostly southward, and particularly to Hankow, where it is purchased largely for use in the Yangtze steamers.

It is urgently desired to extend this railway for 150 miles to Tsinanfu, which will open a large new market in Chihli and Shantung and give access to the sea at Tientsin and Tsingtao. The profits of the western section of the Tao-Ching railway are now paying for the losses of the eastern section, but given the required extension—for which funds are available at the moment a disorganized Government signs an agreement—the mining area will be able to export at least another half million tons of coal and the railway will become a highly profitable concern.

NEW CONSTRUCTION.

The Lung-Hai railway, designed to connect Lanchow, capital of Kansu, in the far west, with Hanchow, a bay on the sea about 100 miles south Tsingtao, is a much more ambitious project. The concession is Belgian, and operations were commenced by the issue of bonds in Belgium and France for 100,000,000 francs. There already existed a Belgian line between Kaifeng and Loyang, and this, as well as two Chinese companies which had spent a little on construction, were taken over.

The line was extended eastward from Kaifeng to Hanchow, and westward from Loyang to Kwanyintang. Funds were then exhausted, and further issues were made in Belgium and Holland to provide for further construction. Extension was made to the Grand Canal in the east, and there is enough money to complete construction to Shanchow on the Yellow River in the west. The total capital involved is about 27,000,000 francs. Revenue for 1922 was 24,000,000 francs, and operating charges half that amount, leaving a balance not quite sufficient to pay loan service charges. Nevertheless this railway is in a firm position, and should prove highly successful in the future.

During my visit to Wu Pei Fu I had the opportunity of inspecting the construction now proceeding on the Lung-Hai Railway beyond Kwanyintang. In a section of about 20 miles 15,000 men are at work. Three thousand are engaged in three shifts working continuously day and night, on a tunnel recently pierced, over a mile long and the longest in China. The ends were complete, but in the middle there was considerable activity in.

(Continued at foot of next column.)

POLICY IN THE FAR EAST. "THE ULTIMATE DEVELOPMENT."

What is the real meaning of the Far Eastern question? Mr. F. W. Croese, in the "Contemporary Review," sums up in "What is the Future of China to Be?" Practical politics respecting the immediate future indicate that there should be order in the country, a cessation of civil war, efficient administration, and good methods of organizing labour. The Washington Conference cleared up some of the complications embraced within the query. Mr. Croese thinks that under the Anglo-Japanese Alliance we were in a better position for checking Japanese interference as Japan's Ally than we are under the Four Power Agreement. This treaty and other accomplishments at Washington had the effect of abrogating some of Japan's notable demands. It is, however, the situation in China which appeals most. It is one of a chaotic state of finance, due not so much to the fact that China has been a "back-sheesh" country from time immemorial, as to the enormous corruption found in the methods of China's present rulers. The picture is not a very promising one, although the total National Debt, funded and floating, is a mere trifle per head of the population. Mr. Croese sums up as follows regarding the ultimate development of the Far East:

(1) The overthrow of autocratic rule in Japan by a huge proletariat oppressed under the inevitable sweating system which alone can maintain Japan under modern ideas, as a first-class Power.

(2) An autocratic *Genro* still managing Japan, and a conflict with America, with the probable ruin of Japan.

(3) A revival of China under German-Russian influence and of conflicting Russo-Japanese policies in Siberia, with the consequent isolation of Japan.

(4) A Sino-Japanese hegemony. To establish this the Japanese must gain the love of the Chinese, and not their hatred as hitherto.

(5) An awakened China, profiting by lessons from the West, arising in the night and massacring every foreigner in China, then being strong enough to exclude all other foreigners, as in the past. Later still a Confucian sage might write a treatise on the rise and fall of the Western Powers.

These provoke interesting speculations for all interested in the vast subject of China.

"TREVESA" ECHO.

LLOYD'S MEDAL FOR CAPTAIN AND CHIEF OFFICER.

Lloyd's List announces that the committee of Lloyd's have decided to confer Lloyd's silver medal for saving life at sea on Capt. Cecil Foster and Chief Officer J. C. S. Smith, of the *Trevessa*, in recognition of their outstanding feat of seamanship in bringing two open boats safe to land after the sinking of their vessel in mid-ocean.

Lloyd's List has opened a fund for the officers and men, whose courage, endurance, and discipline helped to bring the two boats safely through their long voyage.

The latest subscriptions to the fund (states Lloyd's List) include one from the Lord Mayor of London (Alderman E. C. Moore), who thus gives expression to the feeling of pride with which the City generally regards this gallant feat of seamanship.

Another contribution comes from the owners of the lost vessel, the Hain Steamship Co., Ltd. In forwarding a cheque for 100 guineas to show their sympathy with the object of the fund, Messrs. Foster, Hain, and Read, Ltd., the London managers of the company, state: "We are arranging for the survivors to be provided with free passages to this country at the earliest possible opportunity, the accommodation being suitably provided according to the rank of each employee, and the wages of all will run on until the date of their arrival in this country."

A satisfactory feature of the fund is the large number of small subscriptions which are coming to hand. The response so far has been of a kind to encourage the hope that a suitable testimonial will be made on behalf of the public to the heroic officers and men. The fund had reached a total of £500 2s. 6d. when the last mail left.

lured surroundings. One was forced to bend double and to feel their way among rows of bare-skinned workmen sweating at their task in the oppressive heat, in darkness but for the flickering of innumerable miners' lamps, and in the midst of a terrible uproar due to the hundreds of rock-drills driven by compressed air.

The Chinese can be enthusiastic when interested, and the rivalry between the gangs boring to meet each other from opposite ends of the tunnel had a tragic result. Ignoring all orders for caution, at the crucial moment dynamite charges blew down the wall separating the two parties, killing six and wounding many, seriously enough, in the bridging work, of which there is a fine example near the tunnel, there were no casualties.

The present prosperity and bright prospects of these lines is due to the fact that they are under full foreign control, which ensures efficiency. If they had been under Chinese control the soldiers would have stepped in and taken the receipts.

In the case of the Peking-Hankow Railway, which is purely under Chinese control, Wu Pei Fu and Tiao Kun between them take \$1,000,000 a month of the receipts. On the Pukow railway, almost equally under Chinese control, the whole of the receipts for last year disappeared into military pockets.

It is quite evident that there can be no question of any foreign capital for railway construction in this country except under the strictest conditions as regards foreign management.

THE PACIFIC ARENA. BREEDING GROUND OF NEXT WAR.

Will the Far Eastern Pacific prove in strange contraindication to its name, to be the breeding-ground of the next war? This was the question put by Mr. W. H. Otter in an address on "The Future of the Pacific" at the summer meeting of the Royal Cornwall Polytechnic Society at Falmouth.

He said it was only 70 years since the Perry expedition forced Japan into the current of international life. She now needed an outlet for her rapidly-increasing population, and her emigration tended to move into the warmer regions of California, Hawaii and the Philippine Islands. The emigration question had become acute in British Columbia and California, where the Japanese birth-rate was rather high. "Would Japan," he asked, "push her assertion of race equality to the point of demanding equal treatment to Japanese and British in Australia, New Zealand and British Columbia, and of Japanese and Americans in California, and if she did demand this, would she be able and willing to go to war for it? Was her mainland policy in Eastern Asia designed to carry the Japanese frontier far into that continent, and especially into China, with the object of gaining special privileges to the exclusion of the white traders? Would she abandon Shantung at the end of an indefinite period, as she had agreed to do? Would Japan use her mandatory powers in the Marshall and Caroline Islands in such a way as to win the approval of the other Powers, or would she try to remain there without supervision or criticism? Would she develop self-government in Korea, or continue her present policy of repression and persecution?

The Japanese were not only traders, but settlers. The world war extended their trade and territorial advantage in the Pacific. The agreement formed with Britain in 1916 was ratified at Versailles, and now Japan had thrust her long finger into the American Quadrilateral. She was in a very powerful strategic position, and at one leap had come 2,000 miles nearer Australia. Futile talk about equality of race had sometimes, as in Fiji, developed in a bellicose mood and resulted in disorder. Tropical products were essential to modern life, but all the relationships of life must become more human, and there must be give and take.

TEXTILE SCHOOL AT SHANGHAI.

At a recent meeting of the members of the Master Cotton Spinners' Association of Bolton and District the project of a Textile Technical School at Shanghai was discussed in detail, and, after hearing the statement that it was not intended to utilise the institution for the purpose of prejudicing the Lancashire cotton industry, a recommendation was unanimously adopted that any opposition to the scheme should be withdrawn. All members of Parliament concerned and other organisations have been notified to this effect. Both in regard to the supply of material and the control of the institution, of course, the *Manchester Guardian* says, the greatest care will be taken to see that the innovation in no way conflicts with the interests of the cotton trade, which, moreover, it is hoped indirectly but substantially to benefit by the facilities which will be afforded for bringing to the notice of the Chinese people the finer counts manufactured in this country.

THE PITTMAN ACT AND SILVER.

What will happen to the price of silver? Opposing opinions on this question are reviewed by the National Bank of Commerce in New York in the July number of *Commerce Monthly*. The bank points out that the pessimists have predicted sharp breaks in the price of silver when purchases under the Pittman Act are completed, but says that there are others who think the consequence not so clear. They point out that the break should at least come on the market slowly as the result of the Treasury purchases for future delivery. Indeed, they think it quite likely that the matter will be entirely discounted in price adjustments before any silver of the United States becomes available in the world's markets. There are those who emphasise, again, the relatively indifferent effect of irregularities in supply on the price of silver. In their opinion everything rests on demand, and this is averred to be unpredictable. As support for minimising the significance of supply, the unusual nature of the commodity, silver, is evoked. The silver production year by year is not consumed as wheat and iron and other things that change their form and cannot be recalled. Silver, on the other hand, goes into the stores of the world—that is into coins, into ornaments, into hoards—and is easily melted and returned to compete with the new production when an unusual demand occasions it. The demand is the thing. China and India have always been the most important factors in demand, and are increasingly so to-day on account of the existing demonetisation of silver in many lands. But the affairs of the Far East always contain latent surprises. Upon one of these may turn the course of silver prices.—*China Express* (London.)

UNION INSURANCE SOCIETY OF CANTON.

LONDON, IMPRESSIONS.

In a *Manchester Insurance Journal* (the *Policy Holder*) of July 4th, under the heading "Impressions from London" by "R. di C." appears the following:—

Never is a well-staged advertisement utterly wasted. Its effect remains as incalculable as that of the proverbial pebble flung to make ripples in the water. Ever since I was a boy—to use the opening phrase of Emerson's masterpiece—visions of far Cathay have crossed my mind whenever I passed the lettering which adorns the exterior of the London branch of the Union Insurance Society of Canton. To my certain knowledge, that office has been at the back of the standard on Cornhill for nearly half-a-century. Soon the staff will remove from the exchange to the society's magnificent premises in course of erection near Fenchurch. So last week, I bent to the spell of the unwelcome title-letters on the neat well-lit and, greatly daring, determined to explore behind them.

I wished, I was taking with me a half-million marine risk, as I found the wonderful swing-door of the manager's room and pushed it open unannounced. A big and genial Britisher, very busy and alert, looked up from his table. My dreams of eastern magic fled. But they almost revived when I studied the balance-sheet he handed me—a series of figures which, backed by the record of many scores of years, shows the Union of Canton to be one of the most marvellously successful of the companies operating in the marine market. On the 1921 account, a final dividend to shareholders makes a total distribution of fifty per cent. for the year, in addition to a bonus of twenty per cent. to contributors. On the 1922 account, there is an interim dividend of thirty per cent. to shareholders, and a bonus of twenty per cent. to contributors. The underwriting suspense account of £293,378 has £311,702 added to it for the year 1921.

And there is a heavy balance to the good, amounting to over £430,000, carried forward from the working account of 1922.

As I have indicated, the Union of Canton is no mushroom affair. Its chief office is in Victoria city, Hongkong. But the society started at Canton before Queen Victoria came to the throne, and before Hongkong was ceded to Britain. Those were the days when Canton was the sole port in China for foreigners. What the city of London looked like I leave you to imagine. The second royal exchange was unburned, and a few houses called Bank-buildings—headquarters of the Sun Office—stood where you now see the lump of gunmetal which Chancery fashioned into the form and features of Wellington. And at New Bank-buildings, as they were styled, on the site of the present Bank-buildings at the corner of Princes-street, the North British (not yet the North British and Mercantile) had an historic branch managed by the two stockbroking brothers who did so much in other ways to open up Australia. One of the brothers almost founded an empire south of the Murrumbidgee, as any constable can tell you.

Among the directors of the London committee of the Union of Canton, Mr. Charles William Darbishire, of a firm of merchants in the Straits having connections with several large insurance companies, was a seat for the liberal at Westbury Wiltshire, during the last general election. He has held the chairmanship of the Singapore Chamber of Commerce, and brings a vast amount of travelled experience to the elucidation of modern democratic problems. He is a freetrader, but would like to maximise the production of food in England itself.

THE STATE OF CHINA.

QUESTIONS IN THE HOUSE OF COMMONS.

As a supplementary question after the reply given by Mr. McNeill to Mr. Gerstman Stewart, on July 2nd, Mr. Stewart said:—Will the Hon. Gentleman use his influence to see that our garrisons in China are fully maintained, especially in Northern China, and, if possible, strengthened; and will he also use his influence to see that our flag is shown at the smaller outposts in China to reassure those of our people there, who may think they are being neglected or forgotten?

Mr. McNeill: Those are suggested details in connection with policy, which I think are covered by my reply.

Captain Berkeley: In view of the fact that China is a member of the Council of the League of Nations, will the Hon. Gentleman see if that machinery cannot be made use of in the manner suggested in the original question?

No answer was returned.

Replying on July 4th to Sir E. Stockton, Mr. R. McNeill said that he had received representations from the missionary bodies as to the serious effect on their work in China from the existing unrest. His Majesty's Minister would, of course, do all in his power to secure proper protection for the missionaries as for other British subjects in China.

In answer to a further question by Sir E. Stockton, Mr. McNeill said that his Majesty's Government were fully alive to the apprehensions caused by the present situation in China. Representations had been received from a large number of important commercial bodies emphasising the serious menace to British interests resulting from the present disorders in China.

Sir H. Brittain: Is the main trouble in China not due to the fact that Government finances have come to an end?

Mr. J. Ward: Is not the main reason for these disturbances in China that there is really no Government in China?

Mr. McNeill: That really is the position.

NEW ADVERTISEMENTS

THE HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for the ANNUAL MEETING, 1923, will find Lists posted at the HONGKONG JOCKEY CLUB, STABLES and RACE COURSE.

THE World's Greatest Authority on Regeneration (Prolongation of Life) and his Assistant, both Continental Medical Doctors, will pay a visit to the Principal Cities of China, for the purpose of Administering to Applicants **THE NEW VITAL GLANDS SERUM**, or in some cases performing a minor non-dangerous operation, thereby restoring the vitality and mental, and giving the exhausted man a new lease of Life. A Comrade will accompany the two Doctors, who will undertake to organize and make the necessary arrangements on a Commission Basis. **WANTED:** Write to Scott & Scott, Ltd., Medical Agents, Kingsway Hall, London, W.C.2.

TO THOSE REQUIRING A TEMPORARY RESIDENCE IN ENGLAND AND CONVENIENT FOR LONDON.

TO BE LET: Furnished for 6 or 12 months. **AN EXCEPTIONALLY WELL FURNISHED HOUSE** with all conveniences, containing Eight Bed and Dressing Rooms, bath, 3 charming Reception Rooms and Compact Offices. Company's Electric Light, Gas and Water, Telephone. Delightful grounds with full-sized Tennis Court, Stocked Kitchen Garden. Two minutes walk to the station. Several Golf Courses close at hand. Apply **HAMPTON & SONS, 20, St. James Square, London, S.W. 1, England.**

REPUBLIQUE FRANÇAISE
GOUVERNEMENT GÉNÉRAL DE L'INDO-CHINE
APPEL D'OFFRES
(LOCATION)

LE GOUVERNEMENT GÉNÉRAL DE L'INDO-CHINE (Indochine) recherche des offres de l'immobilier qu'il possède à Canton (ancien Bureau des Postes), comprenant:

1. Un vaste bâtiment à étage situé sur le quai, à l'intersection de la rivière de Canton et du canal qui sépare la Concession française de la ville chinoise, composé au rez de chaussée de sept pièces dont une de 15 mètres sur 7 mètres et à l'étage de sept pièces, d'un office et d'un cabinet à toilette.
2. Des dépendances composées, au rez-de-chaussée de 2 cuisines et de 3 petites chambres; au premier étage de 3 chambres de boys.
Les offres de location seront reçues au Consulat de France à Canton jusqu'au 20 Septembre à 5 heures de l'après-midi.
Canton, le 8 Août 1923.
Le Consul de France.
[1169]

REPUBLIQUE FRANÇAISE
GOUVERNEMENT GÉNÉRAL DE L'INDO-CHINE FRANÇAISE
APPEL D'OFFRES
(ACHAT)

LE GOUVERNEMENT GÉNÉRAL DE L'INDO-CHINE FRANÇAISE recherche des offres d'achat de l'immobilier qu'il possède à Canton (ancien Bureau des Postes), comprenant:

1. Un vaste bâtiment à étage situé sur le quai, à l'intersection de la rivière de Canton et du canal qui sépare la Concession française de la ville chinoise, composé au rez de chaussée de sept pièces dont une de 15 mètres sur 7 mètres et à l'étage de sept pièces, d'un office et d'un cabinet à toilette.
2. Des dépendances composées, au rez-de-chaussée de 2 cuisines et de 3 petites chambres; au premier étage de 3 chambres de boys.
3. Le terrain sur lequel sont situés ce bâtiment et ses dépendances, d'une superficie de 851 mètres carrés environ, inscrit sous le No. 6 du plan cadastral, le dit terrain détenu par le Gouvernement Général de l'Indochine en vertu d'un bail emphytéotique qui prendra fin le 31 Juin 1925.
Les offres d'achat seront reçues au Consulat de France à Canton jusqu'au 20 Septembre 1923 à 5 heures de l'après-midi.
Canton, le 11 Août 1923.
Le Consul de France.
[1165]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.'S STEAMER
"DONGOLA."

Arrived Hongkong, on 20th JULY, 1923.

From ANTWERP, LONDON, PORTSAID, ADEN, COLOMBO, AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at curia risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked, by mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary. Goods cleared within 6 days, including date of arrival of the steamer.

No Fire Insurance will be effected by us in any case.

Damage packages must be left in the Godown cleared within 6 days, including date of arrival of the steamer, and the Surveyors, Messrs. GODDARD & DUNCAN, at 10 A.M. on Mondays and Thursdays.

At 11 A.M. after which date they will not be admitted after the Goods have been cleared.

ON-MACKENZIE & CO., Agents.

15th August, 1923. [1164]

INTIMATIONS

NOTICE OF REMOVAL.

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 16th July, 1923.

ANNOUNCEMENT.

MESSRS. HOLYOAK, MASSEY & CO., LTD. have THIS DAY been appointed Sole Distributors in Hongkong and South China for the Products of the WESTINGHOUSE ELECTRIC INTERNATIONAL COMPANY. Our Representative, Mr. W. M. VERNOR, will make his Headquarters in the Offices of the Distributor, Queen's Buildings.

WESTINGHOUSE ELECTRIC INTERNATIONAL CO.
E. L. McCLOSKEY,
Manager for China.
8th August, 1923. [1163]

"HYSON" FROM NEW YORK
ARRIVED 31.7.23.

K
W H-2 cases Cuticura Soap
2779
60471

NOTICE IS HEREBY GIVEN that Original Endorsed Delivery Order on HONGKONG WHARF & GODOWN COMPANY is to have been LOST and is therefore declared null and void.

BUTTERFIELD & SWIRE,
Agents.
O. S. S. Co., Ltd. & C. M. S. N. Co., Ltd.
[1154]

THE KOWLOON HOTEL.
HANGOW ROAD.
OPENING 1st SEPTEMBER.

FIRST Class and Most Up-to-date Residential and Tourist Hotel. Six Stories of Commodious Large and Airy Rooms with every modern Appliance. Elevator to Every Floor and to Roof Garden. Hot and Cold Water, Electric Lights, Fans and Bells throughout. Exceptionally Well Ventilated Bar and Billiard Rooms. Moderate tariff and most Excellent Cuisine supervised by Experienced Chef. Monthly and Family Rates can be arranged at Most Reasonable Terms.
For Terms, apply to
Mrs. J. J. BLAKE,
Manageress.
[1118]

FOR SALE.

5,000 FEET OF STEEL CABLE in Good Condition 3 1/2 inches Circumference.
Apply to
PEAK TRAMWAYS CO., LTD.
Alexandra Buildings.
[1077]

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.
Apply
UNION INSURANCE SOCIETY OF CANTON, LTD.

HONGKONG SMALL INVESTORS' SHARE AND LAND BROKER.

No. 6, Des Voeux Road,
2nd Floor.
Telephone No. C. 4306.
[107]

PREPAID "WANTED" ADVERTISEMENTS

LOST. Between Deep Water Bay and Hongkong and Aberdeen on August 5th from a Mr. One DARK BLUE LADY'S HAINCOAT. Finder will be suitably Rewarded on returning the same to No. 8, LEITCHES HILL, Broadwood Road.
[117]

WANTED A Chinese or Eurasian CLERK must be a Quick Type Writer Knowledge of shorthand not requisite but desirable. Apply in Writing to Box 88, c/o Daily Press Office.
[115]

WANTED IMMEDIATELY—A competent LADY STENOGRAPHER. Please apply to HASTINGS, DENNIS & BOVLEY, 8, Des Voeux Road Central.
[116]

WANTED TYPIST for Old Established British Firm. Must be Accurate. Apply giving particulars and Salary required to Box 10, c/o The Hongkong Daily Press.
[114]

TO LET—EUROPEAN FLATS in Le Building, Waschai Gap Road. Apply to 82, Kennedy Road.
[158]

VISITORS TO CANTON Should Purchase

BY THE PEARL RIVER

CAPTAIN C. V. LLOYD
With Illustrations, Maps and Flags.

PRICE, 1/6

On Sale at
Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALSH Ltd.
Messrs. BREWER & Co.
Canton: Messrs. A. S. WATSON & Co.

INTIMATIONS

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR (\$1.00) per Share for account 1923 will be payable on THURSDAY, the 23rd AUGUST, 1923.

Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong. The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 14th AUGUST, 1923, to THURSDAY, the 23rd AUGUST, 1923, both days inclusive. **SHEWAN, TOMES & CO.,** General Managers.
[1146]

THE BEN LINE STEAMERS, LTD.

From ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.

The Steamship "BENGLOE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF & GODOWN COMPANY, Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to suit.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO., LTD.**, Agents.
Hongkong, 7th August, 1923. [1145]

NOTICE TO CONSIGNEES.

The Steamship "DUCESSA D'AOSTA," FROM KOBE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF & GODOWN CO., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 7th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to suit.

All claims against the steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DUNCAN.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL & CO., LTD.**, Agents.
Hongkong 7th August, 1923. [1152]

RICKMERS LINE.

NOTICE TO CONSIGNEES.

From BREMEN, HAMBURG AND ANTWERP.

The Steamship

"SUNLAND"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF & GODOWN CO., Ltd., at Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 15th inst. at 10 A.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to suit.

Consignees of cargo are hereby notified that they must produce an import permit signed by the Superintendent of Imports & Exports, Hongkong, before bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **NAAMLOOZE VENSCOOTCHAP, CARL EODIKER & CO'S** HANDELSMAATSCHAPPIJ (LTD.), Agents, Rickmers Linie.
Hongkong, 9th August, 1923. [1156]

WHAT IS EYESTRAIN?

The eye has certain tiny muscles. When objects we look at do not come up to a sharp focus in the eye, these muscles exert themselves unduly and enable us to see clearly in spite of the defect. These muscles tire and relax causing the objects looked at to become blurred and indistinct. Upon closing the eyes for a few seconds the muscles become more or less rested and objects are clear again for a brief period. Properly fitted glasses correct eyestrain, whether caused by astigmatism or age.

The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 63, Queen's Road Central, have the equipment to fit your glasses properly.—ADVT.

INTIMATION

E

WHISKY

The Old Favourite.

A Fine Blend

of

Old Scotch Whiskies

is now being bottled

at Leith, Scotland

By

Messrs. Macdonald & Muir

and a Label to that

effect is affixed to the

back of each bottle.

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants

ESTABLISHED 1841.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, August 13th, 1923.

THE POWERS AND CHINA.

If the Note which the Diplomatic Body at Peking has just presented to the Chinese Government does not make the rulers realise how much China has "lost face" since the Washington Conference and cause them to make a determined effort to set their house in order we do not know what will. At the Conference at Washington, but a little more than two years ago, China asked for the withdrawal of all armed forces, including police and railway guards, which Powers had from time to time stationed in China to protect the lives and property of foreigners lawfully in China, and the Powers, hearty in sympathy with the aspirations of China as they were expounded by her brilliant silver-tongued delegates, declared their attention to withdraw these armed forces whenever China shall assure the protection of the lives and property of foreigners in China.

Through her accredited representatives at the Conference China declared her intention and capacity to assure the protection of the lives and property of foreigners.

It was perfectly clear, however, from the wording of the long resolution passed by the Conference on this subject that the Powers, completely satisfied as they may have been as to honesty of intention on China's part, were by no means confident as to her capacity to assure the protection of the lives and property of foreigners in China.

The history of the past two years in this connection has revealed, indeed, that this capacity is completely lacking. A year ago there were more than twenty foreign subjects held captive by bandits in the single province of Honan; but it required the sensational train-wrecking at Lin-cheng and the capture of another score to find the merchant.

of foreign subjects by bandits to rouse the foreign nations to a realisation of the actual conditions in China. Public opinion has forced the Powers to act in the matter with a firmness which is as welcome as it is necessary. When all the Powers who are represented in Peking are found to agree upon the presentation of a such an emphatically worded Note as that given in our columns on Saturday, it may well be regarded by the powers that be in China as an achievement of the greatest significance. Not only does the Note claim damages for the foreign victims of bandit outrages and the punishment of officials guilty of neglect of duty or of conspiracy with the brigands; but it demands guarantees for the future, particularly in regard to the protection of the railways by forces of Chinese police who shall be placed under the supervision of foreign officers. A Peking message tells us that in Chinese political circles the view is taken that the indemnity claims and the demands for punishment, except the dismissal of one Tschun of Shantung, are acceptable, but there will be difficulty over the foreign supervision of railway guards. The Diplomatic Body would have been blind indeed if it had not seen sufficient in the Chinese Press to anticipate a "difficulty" in this connection, but the firm wording of the Note leaves no room for doubt that the demands which are made are demands which will have to be fulfilled. The warning contained in the concluding paragraph of the Note, following upon comments on the perpetual civil wars and the brigandage prevailing in China, is especially significant of the determination of the Powers. It says: "If the Chinese Government continues to authorize or tolerate these abuses, and if it does not set itself to resolutely suppress brigandage, which threatens the rights and interests of foreigners in China, the Diplomatic Body will be obliged to consider what further steps may be taken to protect the lives, property, rights and interests of foreigners in the country, which, although it enjoys the rights and privileges accorded to members of the great family of nations, has shown itself incapable of fulfilling even the most fundamental of those duties which are inseparably connected with the rights and privileges of membership."

That Dr. WELLINGTON KO, one of the brilliant champions of China's "sovereign rights" at the Washington Conference, should now be the statesman to whom the Diplomatic Body has had to present this Note is surely a notable instance of—shall we call it poetic justice, or just irony of fate?

The next Criminal Sessions are to be held on the 20th inst.

The former French Post Office at Shan-keen, Canton, is announced for sale by public tender.

The name of Mr. G. A. Buyers has been added to the list of auditors officially recognised in the Colony.

Wireless stations are being erected in Shui-kwan, Ching-ni, Nanyang and other places on the North River by the Canton Wireless Bureau, upon the request of the Headquarters of the Yunnanese Forces.

Rules have now been published in English and Chinese by the newly formed Amateur Photographic Society relating to the forthcoming exhibition. Prizes are to be awarded by the votes of the general body of exhibitors.

Mr. Colin Frederick Campbell, chairman of Messrs. Forbes, Forbes, Campbell and Co., Ltd., has been elected a director of the Chartered Bank of India, Australia and China, to fill the vacancy caused by the death of Sir Duane Carmichael.

The Japanese young man, named Kamezo Nagano, who was arrested on Friday in connection with a stabbing incident at No. 37, Hollywood Road, was brought before the Magistrate, on Saturday, and charged with wounding and cutting Toki Nagano, his brother's wife. Detective Inspector Farmer asked for a week's remand to have accused under medical observation.

At the Magistracy, on Saturday, a travelling trader was charged before Mr. McElbourne, with being in possession of counterfeit Kwangtung subsidiary coins of the total amount of \$71.50. He told the Magistrate that the money was given him by a Canton merchant in payment for a consignment of poultry. He was allowed a week in order to enable him

Two groups of financiers are competing for the privilege of running the Mint at Canton on a percentage basis. One group is said to be backed by the Secretary of Finance and the other by the Finance Commissioner, and the Government's award is awaited with much interest in Chinese financial circles at Canton.

The balance sheet and profit and loss account of the Nederlandsche Handel-Maatschappij for December 31st, last, shows net profits amounting to fl. 5,619,847.78 (£168,321). This compares with fl. 6,329,817 (£227,484) in the previous year. After providing for the statutory reserve to the extent of fl. 323,900.58 (£26,997), a dividend of 6 per cent. has been declared. This compares with fl. 405,961 (£35,830) and 7 per cent. in 1921. The report notes that banking business decreased generally, and that exchange business was generally unprofitable.

Respecting the over-dancing craze of the present day, Sir James Cantile (formerly of Hongkong) has pity for the "poor young men." Hitherto all the fears have been for the British girl. Sir James puts in a word for the dancing partners of the energetic modern girl. He says there is no doubt that dancing is an excellent exercise. Generally speaking, it is the finest exercise in the world. "I knew from experience that dancing is all right, but I am also sure that late hours are the very devil. Why is the charm of the young girl the only thing to worry about? She may not have to get up early to go to hard work. What about the poor young men who are staying up late to provide partners for these young women? They are the people most affected."

The many friends in Hongkong will regret to learn of the death of Mr. G. A. Chadwick, lately of the B. & S. Blue Funnel office staff here, which occurred at Yokohama on the 10th inst. The Hong flag at Messrs. Butterfield and Swire's office was half-masted on Saturday in token of regret and respect. Information had been received on Friday that Mr. Chadwick had been removed to hospital seriously ill with food-poisoning. It must have been a sharp and acute attack, for later in the day news came that he had died at five p.m. Mr. Chadwick first came East in 1903, joining the staff of Messrs. Butterfield & Swire, Shanghai, in that year. During his Eastern career he was stationed at several other ports and came to Hongkong in May, 1921. He was of genial disposition, and a very popular and an enthusiastic cricketer, taking a leading part in last year's Inter-Hong cricket matches. He leaves a widow and family, with whom deep sympathy is expressed.

DEATH ON A GOLF COURSE.
MANILA VISITOR'S COLLAPSE.

Mr. C. D. Watt, cigar manufacturer, a visitor from the Philippine Islands, who was staying at the Imperial Golf Hotel, Nairn, while out playing golf on the Nairn Course with another visitor, Mr. Forrest, of Hongkong, suddenly collapsed and died. Mr. Watt was a native of the North and has relatives in Dufftown.

OUTWARD BOUND BY THE P. AND O.

In the latest list of passages engaged, issued by the P. & O. and British India Lines, are the following bookings for Hongkong:

S.S. *Janitani*, leaving London, July 29th.—Mr. P. Barnard, Mr. K. Burrows, Mr. D. Campbell, Mr. F. Clemen, Mr. F. C. Dawling, Mr. Mrs. B. de Souza, two infants and nurse, Mr. and Mrs. E. A. Harlow, Mr. J. Hurley, Mr. and Mrs. W. A. Russell and child, Mr. P. Tindall, Miss M. Vival, Lieut. W. D. G. Weir, Surg.-Lieut. Comdr. F. Williams, Mrs. Williams, infant, and amab.

S.S. *Karman*, leaving London August 3rd.—Mr. V. S. Ferguson, Miss M. J. Johnston, and Mr. A. Summers.

S.S. *Kalyan*, leaving London August 17th.—Mrs. G. Harman.

S.S. *Mulra*, leaving London August 31st.—Miss M. N. T. Carter, Mrs. D. McAlinch, Miss C. L. Scott, Miss H. M. Thompson, and Mr. A. D. Tyler.

S.S. *Chind*, leaving London September 14th.—Mr. J. D. Gordon, Mr. A. Gordon, Mrs. W. Caloway, infant and nursing, Mr. P. D. G. Gaint, Mr. S. P. child, Mr. and Mrs. Rosa and infant, Mr. and Mrs. Silva and two infants, the two Misses Silva, Mrs. E. Jay, and Mrs. E. C. Wrey.

S.S. *Kuier-Iland*, leaving London, October 12th.—Mr. I. and Mrs. Day and infant, Mr. B. D. and Mr. Evans, Mr. and Mrs. Montague Ede and nurse, Mrs. C. M. and Miss Hollingsworth, Mr. S. D. and Mrs. Hughes and child, Miss Hughes, Mr. E. W. and Mrs. Hamilton, Mr. W. L. Leask, Mrs. A. B. McGregor, Miss McGregor, and Mr. G. A. and Mrs. Stimson.

*Embarking at Marseilles.

GERMANY'S SERIOUS PLIGHT.

A MENACING OUTLOOK.

PROCLAMATION BY PRESIDENT EBERT.

"BIG COALITION" GOVERNMENT POSSIBLE.

(THROUGH REUTER'S AGENCY.)

LATEST CABLES.

PESSIMISTIC REPORTS FROM BERLIN.

LONDON, August 11th.
Pessimistic reports are coming through from Berlin of the condition of affairs in Germany.

The capital is stated to be seething with unrest as a consequence of the terrible increase in food prices.

A PROCLAMATION BY THE PRESIDENT.

BERLIN, August 11th.
All classes of workmen are affected and they are either striking or going slow, not having received any satisfaction from their demand for much higher wages.

In view of the menacing outlook, President Ebert has issued a proclamation forbidding the circulation of pamphlets demanding the forcible overthrow of constitutional government, or inciting the populace to violent acts. The proclamation applies to the whole of the Reich. Penalties for contravention are three months imprisonment and a fine not exceeding half a billion marks.

TAXATION BILLS PASSED BY REICHSTAG.

BERLIN, August 11th.
The Reichstag has unanimously adopted the taxation bill, mentioned in a cable message dated July 31st, including the measure for providing funds for passive resistance in the Ruhr area.

STRIKES AND FOOD RIOTS.

LONDON, August 11th.
There are strikes and food riots, both in the occupied and unoccupied portions of Germany, due to the extraordinary rapidity of the fall of the mark, making paper marks valueless. With the peasants becoming increasingly reluctant to supply to the towns and with the fixed income and wage-earning classes impoverished, and the revenue from taxation consequently negligible, the situation resembles what happened in Russia, and the economic collapse so frequently predicted as the result of the Ruhr occupation seems imminent.

The closing of shops in Berlin, which commenced on August 9th, threatens to develop into a general strike of retailers unless the Government allows prices to be fixed on a gold basis similar to that fixed for exporters, industrialists and wholesale dealers, who have long since refused to do business on any other basis.

STRIKE ON BERLIN UNDERGROUND.

BERLIN, August 10th.
Traffic on the underground railways is at a standstill owing to a strike, following the dismissal of three workmen.

DEMAND FOR TAXATION OF PROFITEERS.

The gold loan, mentioned in Herr Cuno's speech, and the bankers' offer of an advance of foreign currency to the value of fifty million gold marks to the Reichsbank, in order to buy foodstuffs, are regarded as only palliatives.

The demand is growing for more stringent taxation of industrialists and profiteers, who have thriven on the inflation of currency, while other classes have been lashed thereby, if the state is to find the revenue adequate for its needs, as the speeches in the Reichstag debate indicated. Germans suddenly realise that their future depends upon themselves and not upon Great Britain; but it remains to be seen whether the Government is strong enough to extort the necessary revenue from the industrialists, now that it is clear that evasion of taxes means not merely the evasion of reparation payment, but economic bankruptcy.

COMMUNIST ACTIVITY.

The Reichstag, during the debate on Herr Cuno's speech, has been besieged by labour deputations organised by the Communists, who are demanding the resignation of the Cabinet and the formation of a Labour Government and that the Communist motion of no confidence shall be voted on August 13th.

SOCIALISTS DEMAND "SEIZURE OF GOLD VALUES."

The attitude of the Socialists towards the motion is uncertain, but this may be determined by the Government's action as regards the gold loan, the guarantees for which the Socialists consider inadequate. The cry of the Socialists is "Seizure of gold values," which is equivalent to conscription of wealth.

"BIG COALITION" GOVERNMENT POSSIBLE.

It is believed in Reichstag circles that the present Ministry will be succeeded by a so-called "Big Coalition," as the Cabinet is supported by all except the extreme Left and Right Parties.

HERR CUNO'S RESIGNATION IMMINENT.

BERLIN, August 11th.
The Socialist Party voted in favour of the non-confidence motion in Government. It is believed that Herr Cuno's resignation is imminent.

GERMAN PRESIDENT'S APPEAL.

On the anniversary of the adoption of the Weimar Constitution all the Government buildings were beflagged. A solemn sitting of the Reichstag was attended by President Ebert and all the Ministers, but public demonstrations were forbidden in view of the unsettled internal and external situation.

President Ebert, in a manifesto, exhorts the German people to remain united in work and sacrifice, and they will recover from the present suffering. He denounces the occupation of the Ruhr and concludes by saying that the "Germans in the Rhine and Ruhr have set an example which will always stimulate us. Don't despair. History teaches that a conqueror intoxicated with power never has right on his side."

NORTH SEA PILOTS ON STRIKE.

BERLIN, August 11th.
The tube trains have resumed, but the tramways have ceased to run, as the men employed at the power station have struck.

RAILWAY-RATES TO BE INCREASED 600 PER CENT.

BERLIN, August 11th.
German railway rates for passengers and goods are to be increased by six hundred per cent. from August 20th.

FORCING GERMAN WORKERS TO ABANDON RESISTANCE.

PARIS, August 11th.
Advices from Mayence state that with a view to forcing the workmen to abandon passive resistance, the French have occupied the labour bureau and prohibited the payment of the dole to the unemployed, who will be directed to the Franco-Belgian regime of other works where work is offering. The measure will probably be extended throughout the Ruhr area.

COMMUNIST DEMANDS: THREE DAYS' GENERAL STRIKE CALLED.

BERLIN, August 11th.
Excitement has been intensified by the decision of the Communist leaders and the workmen's councils to call a three days' general strike.

SIEMEN SHUCKERT DISMISS THOUSANDS OF MEN.

BERLIN, August 11th.
The Siemens Shuckert electrical factory has dismissed all its workers, numbering some thousands, at its branch at Siemensstadt, a suburb of Berlin. This is owing to their adoption of go slow policy.

Workmen who were demonstrating in the Town Hall at Ratibor, Silesia, against the dearth of food, collided with the police. Four demonstrators were killed and 30 wounded. A number of shops, including two gunsmiths, were looted prior to the conflict.

PUBLICATION OF BRITISH DOSSIER ANXIOUSLY AWAITED.

LONDON, August 11th.
London and other European capitals are anxiously awaiting the publication of the British Ruhr dossier of Sunday, including the Note to France, drafted by the Cabinet this week, which is regarded as the most important document since the Armistice.

NEED FOR SPECIAL RHINELAND CURRENCY.

The collapse of the mark has revived the French project for a special Rhine-land currency, which was much discussed at the beginning of the Ruhr occupation, but was found impracticable. Now that the French and Belgians propose to seize and work the mines and coke-ovens, the need for a special currency is urgent, and it is hoped that when the Germans are paid in currency equivalent to the franc, they will generally resume work in occupied territory.

REASON FOR MARK APPRECIATION NOT KNOWN.

DUSSELDORF, August 11th.
The reasons are not yet known for the extraordinary panic on the Bourse, during which marks appreciated by enormous strides in dollar and franc-exchanges, but, equally quickly reverted to the latest low levels.

MONETARY CRISES EXPECTED TO TERMINATE.

The Observer's correspondent at Berlin states that the Reichsbank succeeded in throwing six billions of paper money on the market, thus saving an acute situation. The Reichsbank, in an announcement, affords hope that the monetary crises will terminate in a few days.

SENTENCES ON BADISCHE ANILIN DYEWORKS DIRECTORS.

The court-martial at Landau sentenced two directors of the Badische Anilin Dye-works to six years' imprisonment and a fine of 100,000,000 marks for refusing to assist in the removal of stocks of material seized by the authorities. Other directors were sentenced to eight months' imprisonment and a fine of 100,000,000 marks.

EFFORTS TO STABILISE BELGIAN CURRENCY.

LOAN NEGOTIATIONS IN PARIS AND LONDON.

BRUSSELS, August 11th.
Negotiations are progressing for the flotation of a French loan to Belgium of between four hundred and five hundred million francs, with a view to stabilising Belgian currency.

EXCHANGE OPERATIONS TO BE RESTRICTED.

BRUSSELS, August 11th.
In view of the recent depreciation of the Belgian franc, a royal decree is being published to-morrow prohibiting, under severe penalties, all exchange operations except for payment of goods bought abroad. Firms authorised to carry on exchange operations must deposit a large bond and furnish a daily record of any transaction.

THE EUROPEAN EXCHANGES.

LONDON, August 10th.
Exchanges, after improving, reacted. The Belgian franc was at 102.85 but closed at 105.25, and the French franc at 80.75. Marks, after being nominally at ten millions to the pound sterling, closed at sixteen to eighteen millions.

PRINTING MONEY IN BILLIONS.

BERLIN, August 10th.
A few hours' strike at the State printing-works has been settled enabling the resumption of the printing of billions of paper marks. The banks have decided to issue emergency cheques of one million and five million marks in order to meet the currency shortage.

BRITAIN'S WAR DEBT.

LONDON, August 10th.
It is understood that the British Note to the Allies, inter alia, lays stress on the necessity of obtaining either from reparations or from Britain's Continental debtors, a sum sufficient to meet the British debt to the United States.

THE OCCUPIED TERRITORY. INTER-ALLIED COMMISSION'S DECREE.

CULLENCE, August 10th.
The Inter-Allied High Commission has ordered the seizure of the mines in the occupied territory, empowering the Inter-Allied Mission to take possession of and exploit them where the producers refuse to deliver fuel under the treaty. The decree provides a maximum penalty of five years' imprisonment for refusal to obey orders or interference with the working of properties. Acts of sabotage will be punished by twenty years' imprisonment, or even death where they result in fatalities.

THE BURIAL OF PRESIDENT HARDING.

IMPRESSIVE NATIONAL TRIBUTE.

MARSE, August 10th.
Amid a hushed, pious and in the presence of vast multitudes of his mourning countrymen, the late Mr. Warren Gamaliel Harding, twenty-ninth President, was laid to rest in the cemetery of his native town this afternoon. The normal activities of thousands of cities and towns all over the country ceased simultaneously as the casket was placed in the vault. Trains stopped, telephones were stilled. Millions stood a few moments in reverent respect. Shops closed and businesses everywhere were suspended for the entire day.

The cortege, with the widow and other members of the family, Mr. Coolidge, members of the Cabinet and other notable, passed through an avenue of tens of thousands of townspeople and visitors. There was no military display or bands, while the funeral services were impressively simple. Only relatives and intimates participated in the last simple rites at the graveside. A presidential salute of twenty-one guns was fired as the hearse entered the cemetery, and the hymn "Lead kindly Light" was sung by the local church choir. There was a short scripture reading, a prayer, a hymn and the ceremony concluded with the Benediction.

Throughout the night preceding the funeral thousands had filed past Mr. Harding's bier. The queue at midnight seemed unending, and Mrs. Harding ordered that the house be kept open if necessary till sunrise, to enable all friends to bid her husband farewell. The floral tributes were so numerous that they overflowed the house, the lawn, and the adjacent gardens.

Throughout the day people poured into the city in continuous streams. Hundreds fainted owing to the great heat, and were treated at emergency hospitals.

MEMORIAL SERVICE AT WESTMINSTER ABBEY.

LONDON, August 10th.
Flags were half-masted all over Great Britain to-day on the occasion of the burial of Mr. Harding. Memorial services were held at Westminster Abbey and St. Margaret's. The former was a remarkably cosmopolitan character. Crowds of Americans assembled outside the Abbey. The door was closed early owing to the throng, many being unable to gain admission, and these remained outside. Fifteen hundred Americans were among the congregation, which was representative of all classes of British society. H.M. the King was represented by the Duke of York, wearing the Air Force uniform. There were Cabinet Ministers, Privy Counsellors, representatives of the Services, and diplomats resplendent in their uniforms. The service was fully choral, and the congregation joined most fervently in singing Mr. Harding's favourite hymns, "Lead kindly Light" and "Auld with Me."

THE KING DID NOT RACE AT COWES.

The King did not race at Cowes, their Majesties remaining on the Royal yacht, whose flag, like the flags of other yachts, was half-masted. The Baltic Exchange suspended business for an hour.

THE SERVICE AT ST. MARGARET'S ACCOMMODATED THE OVERFLOW FROM THE ABBEY.

The congregation included a party of Americans who had just arrived from Rotterdam specially to attend at Westminster Abbey and were most disappointed when they found there was no accommodation.

FRENCH TRIBUTE.

PARIS, August 10th.
The Ministers of War and of Marine represented the Government at a Harding memorial service in the American Pro-Cathedral Drum taps were sounded in the Place Concorde.

BRITISH BUSINESS MISSION TO RUSSIA.

LONDON, August 10th.
A party of business men, headed by Mr. E. L. Baldwin, a cousin of the Premier, chairman of Bicos Traders, Limited, which is an association of eighty British engineering concerns, formed ten years ago to prosecute British interests in Russia, has left on a mission to Russia, where it hopes to conclude definite business with the Soviet.

PEASANT OUTBREAKS IN RUSSIA.

RIHA, August 10th.
Numerous anti-Soviet peasant outbreaks have occurred in the Odessa, Ekaterinevav and Don districts, also in the North Caucasus. It is reported they are the result of the rigorous measures used by the Soviet collectors, who are employing militia to assist them in requisitioning corn as a tax.

LATEST CABLES. THE RAKOVSKY ENQUIRY. SOVIET DENIALS OF ANGIO-PROBIA.

LONDON, August 11th.

M. Chicherin's reply to the British enquiry relative to allegations against M. Rakovsky (Soviet representative in London) emphatically repudiates the charge of Anglo-Phobia. It denies that he used certain words as alleged, and claims that the nomination of such a prominent man is further strong evidence of the Soviet's desire to develop political and economic relations with Great Britain.

MOSCOW EXHIBITION. FOREIGN FIRMS TO BE REPRESENTED.

MOSCOW, August 11th.
Firms from sixteen foreign countries will be represented at the forthcoming Moscow exhibition. They include Germany, 87; America, 45; Belgium, 4; France, 9; Great Britain, 6; China, 3; Japan, 3.

BANISHED FRENCH MINISTER RETURNS HOME AFTER FIVE YEARS.

PARIS, August 11th.
M. Mavy, an ex-Minister, who was banished for five years following his conviction by Senate in August, 1918, for dereliction of duty, has returned to his home at Souillac. He begins immediately on his campaign for election to the Chamber of Deputies.

AEROPLANE CRASH. FRENCH AVIATOR AND PASSENGERS KILLED.

PARIS, August 11th.
The well-known airman, Poullain and two passengers named Arthur and Joseph Seep, were killed instantly in an aeroplane crash. The cause of the accident is not known.

BOLSHEVIK DEATH SENTENCES.

RIHA, August 11th.

Advices from Moscow state that three members of the Pollava secret society have been sentenced to death on a charge of opposing the Third International.

WORLD OF SPORT.

CHINA N.S.W. SOCCER.

SYDNEY, August 11th.
The soccer match China v. New South Wales resulted in a draw with 3 goals all.

BRITISH-AMERICAN YACHT RACE.

COWES, August 11th.
The third race for the British-American Cup was won by Great Britain, who thus lead by 72 to 30 points.

SUCCESSFUL ATTEMPT TO SWIM THE CHANNEL.

LONDON, August 11th.
The Americans, Charles Toth and Sam Richards and an Argentinian, Maciel left Dover together this afternoon in an attempt to swim the Channel. Maciel and Richards have abandoned the attempt.

RECORD TIME ESTABLISHED.

TRIPOSCHI finished very strong. He was recorded a great reception. The time is unofficially given as 16 1/2 hours, which is a record.

TENNIS.

SOUTHAMPTON, LONG ISLAND.

AUGUST 11th.

Vincent Richards won the annual singles, defeating Carl Fischer, the inter-collegiate champion, 6-2, 6-2.

Robert and Howard Kinney beat Richards and B. I. C. Norton in the final of the doubles, 14, 6-3, 7-5, 4-6, 6-1.

DAVIS CUP.

CHICAGO, August 11th.

In the Davis Cup Competitions, Anderson and Hawkes (Australia) beat Shimizu and Kishio 6-1, 6-2, 6-2.

The Australians showed superior cricket court driving, Anderson in particular making marvellous drives. The Japanese were mostly forced to play at the back of the court. They played erratically at the net.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

THE "ALICE DOLLAR" INCIDENT.

MILITARY OFFICIAL STILL IN CUSTODY.

ICHANG, August 11th.

The U.S.S. *Isabel* proceeds to Hankow to-morrow morning, having aboard the military official Liu.

Admiral Phelps has received instructions to surrender Liu to the Commander-in-Chief, but this latter has written refusing responsibility for his safe custody. Admiral Phelps therefore retains the offender and will hand him over to the Consul-General, who will deal directly with the Tsuchun Hsiao.

"ALICE DOLLAR" AGAIN FIRED ON.

The *Alice Dollar*, on her outward trip, was fired on at Fowehow by twenty soldiers belonging to the Kweichow army. One passenger was wounded.

The steamer guards returned the fire, killing three and wounding eight soldiers.

CHINESE RAILWAY GUARDS BECOMING ACTIVE.

PEKING, August 11th.

The Chiao Tungpu (Ministry of Communications) announces the appointment of General Minthe and Major Wang Ken to make immediate preparations for policing the Peking-Hankow, Peking-Mukden, Tientsin-Pukow, Peking-Suiyuan, Kiao-chow-Tsinan and Lung-hai railway lines and the submission of proposals to the Ministry.

THE KIDNAPPED BRITISHER STEPS FOR HIS RELEASE.

PEKING, August 11th.

Advices received from Yunnanfu are to the effect that Mr. Weatherbe is comfortable. A foreigner named Cowles is proceeding to the bandit headquarters in an endeavour to effect his release, while the garrison commander at Tali has ordered steps to be taken to have Mr. Weatherbe liberated.

LIANCHENG INDEMNITY DEMANDS. CHINA MAY OPPOSE SUPERVISION OF RAILWAY GUARDS.

PEKING, August 11th.

In Chinese political circles the indemnity demands and the dismissal demands, excepting the dismissal of the Tsuchun, embodied in the Liancheng note, are regarded as being acceptable, but there will be difficulty over foreign supervision of the railway guards.

EARLIER CABLES.

HOME CRICKET.

LONDON, August 10th.

Yorkshire at Leicester beat Leicestershire by an innings and 74 runs. For Yorkshire, Rhodes took 4 for 46 and 4 for 30 and Sutcliffe knocked out 90.

Gloucester beat Worcestershire at Bristol by five wickets. For Gloucester, Dipper in the first innings scored 171, and Parker took 7 for 72 and 6 for 78. For Worcester, M. Foster in the second innings compiled 121.

The West Indies beat Somerset at Weston-super-Mare by 198. The West Indian, Challenger, in the first innings compiled 79.

Sussex at Cardiff beat Glamorgan by 175. For Sussex, Tate took 5 for 62 and 7 for 56.

Middlesex beat Kent at Canterbury by seven wickets. Kent in the first innings scored 445, Woolley contributing 270, the highest score of the season. Kent in their second innings compiled 133, Middlesex scored 437, Murrell and Mann contributing 86 and 79, respectively, and in the second innings compiled 148 for 3, Mann knocking out 53, not out.

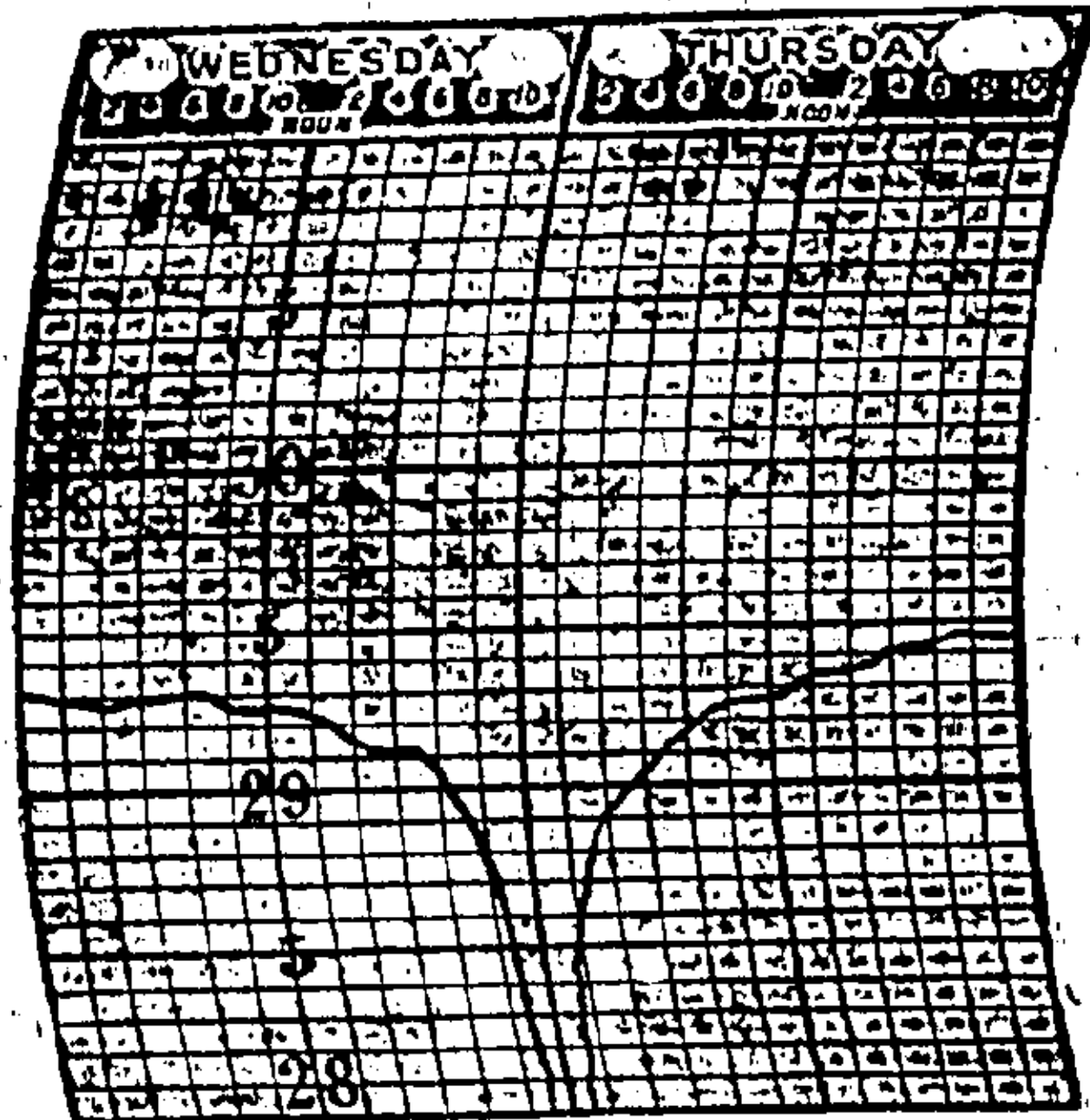
Essex at Leyton beat Hampshire by three wickets. For Essex, O'Connor in the second innings scored 111, not out. Hampshire in their second innings scored 204, Douglas taking 7 for 72.

Lancashire at Manchester beat Nottingham by ten wickets. Nottingham in the first innings compiled 251, George Gunn contributing 115, and in the second innings 61, two men being absent, hurt. E. Tyldesley took 3 for 5 and Hickmott 3 for 15. Lancashire scored 203 and 111 for 0. Makepeace knocking out 62, not out.

Warwickshire at Birmingham beat Northampton in the first innings. For Warwick, B. Quail in the first innings compiled 99, not out, and Captain Parsons in their second innings scored 131.

BAROGRAPHS

(SELF RECORDING BAROMETERS).

By PASTORELLI & RAPKIN,
LONDON.GIVES WARNING OF APPROACHING
TYPHOONS.CHART SHOWING TYPHOON RECORDED IN SWATOW
On AUGUST 3rd, 1922.

BY ONE OF OUR BAROGRAPHS.

LANE, CRAWFORD, LTD.

HONGKONG.

TEL. 1741.

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

— DRY DOCKS. —
Length 787 Feet.
Length on Blocks 750 Feet
Dept. on Centre of
SILL (H.W.O.S.T.) 34 ft. 6 ins.

— THREE SLIPWAYS. —
Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE

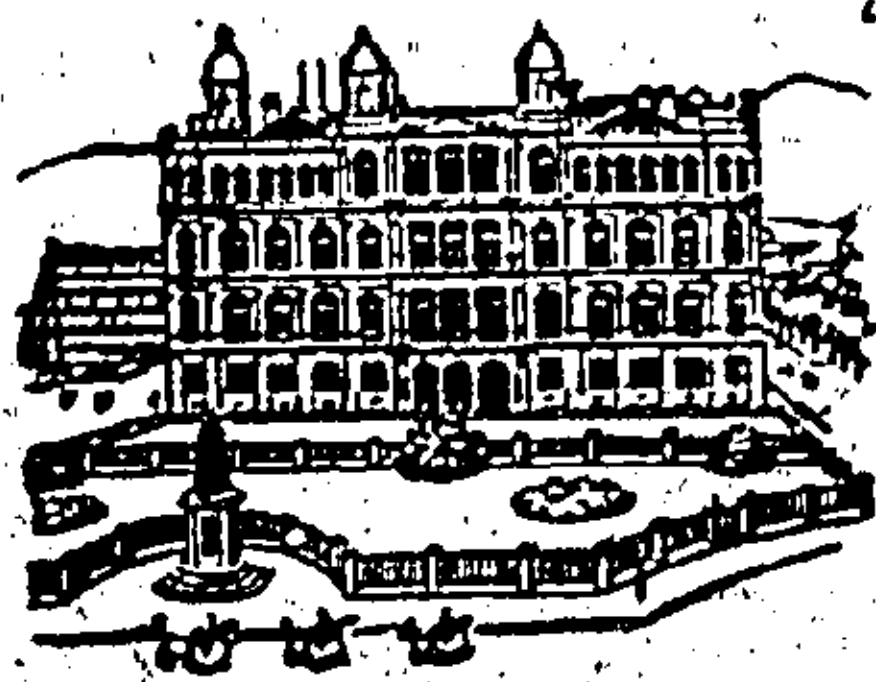
(JOHN SWIRE & SONS, LTD.).

TEL. ADDRESS: "TAIKOODOCK, HONGKONG." AGENTS

TELEPHONE No. 212.

HONGKONG, CHINA & JAPAN.

CALL FLAG: "O" OVER ANG. PENWANT.



"Once a user of our Paints,
always a user of our Paints,"
is the rule rather than the
exception. Our knowledge and
experience of the local condi-
tions enable us to offer the very
best Ready Mixed Paints for
all general purposes.

Paints

Mixed Ready for Use.

ENGLISH MADE.

Packed in 7-lb. tins with handles, and 1-cwt. Drums.

Stocked in Hongkong.

French Grey	Signal Red	Light Blue	Dark Royal Blue	Superior Green
Limbo Grey	Red Green	Carriage Red	Pale Purple Brown	Dark Green
Dark Green	Black	Light Blue	Light Green	Lead Grey

Also Aluminium Paint in 1-cwt. Tins.

Send for List Card and Prices to

Wilkinson, Heywood & Clark, Limited,

(Incorporated in the United Kingdom.)
ALEXANDRA BUILDINGS, HONGKONG.**LEGITIMACY BILL.**SECOND READING IN THE
LORDS.

The House of Lords was occupied on July 24th with the consideration of the complex questions involved in the Legitimacy Bill.

The Legitimacy Bill, which has passed the House of Commons, was championed by Lord Muir Mackenzie. This Bill seeks to amend the law relating to children born out of wedlock, and proposes that a child shall become legitimate on the subsequent marriage of the parents. With regard to the subsection which states that "nothing in this Act shall operate to legitimate a person whose father or mother was married to a third party," when the illegitimate person was born," he said he was willing to accept the decision of the House as to whether it should be retained.

Lord Buckmaster was distressed by the way in which Lord Muir Mackenzie was championing the Bill, and expressed his hope that he would take some form of tone to enable him to carry it through Committee. He must do something better than apologize for its existence.

Lord Birkenhead regretted that the Government had not found it possible to make this a Government Bill. He would greatly regret it if the Bill were lost, because it introduced far too late in our social history a measure of elementary social justice. We had passed far beyond the precinct of the sins of the fathers being visited on the children to the third and fourth generation. This might be true in some melancholy physiological matters which exceeded the scientific skill of man to alleviate or cure, but it had ceased to be a guiding principle of our legislation. Lord Birkenhead intimated that he would move the deletion of the subsection which barred the legitimacy of children if one of the parents was already married to a third party at the time of the birth, and he criticized the Solicitor-General, having urged the minister of the clause.

Lord Salisbury said that the Government were neutral as regarded the Bill, but it required careful consideration from the legal point of view. He suggested that the Bill should be read a second time and the Committee stage deferred until the autumn. Lord Buckmaster asked whether, if the Bill were deferred, the Government would adopt it and ensure its passage. Lord Salisbury could not answer, whereupon Lord Buckmaster said, "Then the Bill is dropped."

The Bishop of Norwich did not suppose they were encouraging sexual sin by removing as far as possible the stain which at present attached to the illegitimate child. On the contrary, his view was that the Bill would rather encourage marriage on the part of the young man and woman. When he was head of a great school he had to deal with a number of illegitimate boys, and the number of occasions when that disability cropped up was extraordinary. He had found difficulty in passing them on to the university.

The second reading was agreed to.

MOSQUITOES AND BLUE ROOM

A correspondent writes to the *Times* as follows:

Some years ago I became interested in the effect of colour on flies and other insects, because I noticed that in one of my cowsheds, the interior of which was painted pale blue, there were no flies, whilst in a neighbouring shed, painted white, there was quite a number, and I wondered whether blue was offensive to flies.

This year, whilst in the West Indies, at Tabiquite, Trinidad, the centre of the operations of Trinidad Central Oilfields, Ltd., I noticed that some of the native labourers had painted pale blue the interior of their room in the barracks, and, on being questioned, they stated that they thought the room was more free from flies than the other rooms in the barracks. I therefore, asked the Labour Superintendent to have a further experiment made, and I have just received his report to the effect that in the room so treated the complaint states that he has since the date of painting seen no flies, and he adds that the number of mosquitoes is much less than formerly.

If there be, as I hope, something in the use of pale blue for scaring flies and mosquitoes, it would indeed be a godsend to everyone, but more especially to those living in the tropics, and that is why I venture to ask you to insert this letter in your paper.

U.S. DANCERS AND THE PRINCE

The Prince of Wales has been voted the premier dancer of the world by the National Institute of Social Dancing, U.S.A. The institute, through its secretary, has sent the following address to his Royal Highness:

"As a token of our appreciation of your many courtesies to American women on the ball-room floor, I take pleasure in forwarding to your Royal Highness, on behalf of the American members of the National Institute of Social Dancing, the enclosed new dance steps, one of which, because of its distinctiveness, we have taken the privilege of naming after your Royal Highness. These dance steps will not be made public in this country until the week of July 9th, when members of the institute—dancing teachers numbering a thousand from all parts of the world—are expected to assemble here for their annual convention. It is our unanimous vote that your Royal Highness deserves first place among the dancers of the world, by reason of which position we find it only fitting that your Royal Highness be the first to learn the steps."

A baby born to-day can reasonably expect to live twelve years longer than its grandfather.—*Mrs. Nellie Chamberlain.*

I have never known anybody who worked too hard, though I have known many who think they do.—*Lord Hewart.*

LADY ASTOR EXPLAINS.

DRINK BILL INCIDENT.

A Viscountess Astor, M.P., speaking at Plymouth on June 30th, explained the incident in the House of Commons concerning which it had been alleged she mauled Sir Frederick Banting. She said anything more astonishing or amazing could not be imagined.

"I was not excited. I was not nervous or worried about my bill," she explained. "They told me to stay there in case it came up, and I was there from eleven till four on a boiled egg and a glass of water. I went up to Sir Frederick and said quite jokingly, 'I have tried kindness, I have tried rudeness; now I shall try force.' 'I shall hold on to your coat-tails, and you shall not rise.' He said, 'You are not strong enough,' and got up. I tried to get them to bring the bill on. Sir Frederick said, 'I wonder if the hon. lady member for Sutton has ever taken any violent exercise.' I remarked, 'I never felt more like taking violent exercise than at this moment.' That was the only amazing thing that happened, and the papers missed it. I said to Sir Frederick, 'Oh! you old villain, I will get you next time.' It was no more than that."

Lady Astor said people reading misleading reports would say: "Women are not fit for public life. Look how Lady Astor behaves." "It was not for her interest in children, she could not stand that kind of thing. It was most heart-breaking and annoying."

IF IT'S YOUR NERVES

you must have

SANATOGEN

The True Tonic-Food

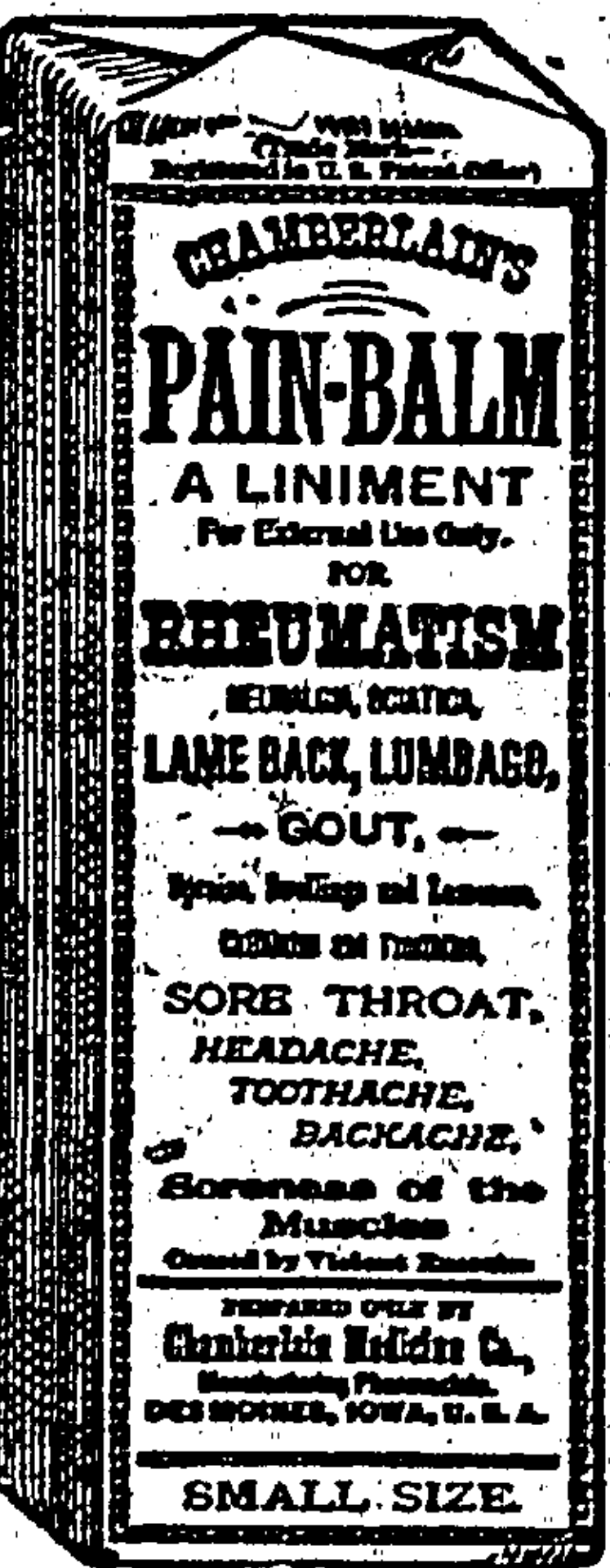
Dr. CLAUDE WHEELER says: "The debilitated nervous system absorbs Sanatogen as the parched earth drinks up water."

**"Gets-It"
Quick Action
Corn Cure**

Corns Peel Off
as easily as you peel the skin from a lemon when you touch them with 'Gets-It'. No dangerous cutting, trimming, or paring. Instant relief from all pain. Costs but a trifle—everywhere.

A LING & CO.19, Queen's Road Central,
HONGKONG.**FURNITURE AND PHOTO
GOODS STORE.**

Glass Beeding, Sign-Board and
Mirror Maker.
Custom Made in Various Shades
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Dinnerware.
Telephone Central 1118.



VETARZO
A new and powerful remedy for all kinds of skin diseases, including eczema, psoriasis, and other eruptions. It is a true skin cure, and is the only one of its kind. It is made in the U.S.A. and is sold in all parts of the world.

**Baby loves
the Glaxo Feeder**

Next in importance to Baby's food is Baby's feeder, and the Glaxo Feeder is designed to lighten work and to help Baby get the utmost benefit from his food. The Glaxo Feeder can be held in the hand for 20 minutes without fatigue, and its graduated measure, ensuring that Baby has the correct amount of food, does much to prevent the disorders that arise from over-feeding. The valve automatically adjusts the intake of air to the strength of Baby's sucking. Baby loves it!

British-made throughout—bottle, teat and valve—the Glaxo Feeder is best in design, materials, and workmanship. THE PRACTITIONER says: "We have carefully examined the Glaxo Feeder, and have no hesitation in saying that it is the best that has come to our notice."

Glaxo Feeder
"The Perfect Feeder for the Perfect Food"

Obtainable from all Chemists and Dealers

If you have any difficulty in obtaining Glaxo Feeder, please write to—
W. R. LOXLEY & Co., Sole Distributors for South China.

Distributors: Joseph Nathan & Co., Limited, London & New Zealand.

THOS. COOK & SON.
RAILWAY STEAMSHIP FREIGHT
INSURANCE BANKERS. AGENTS

Tickets issued, Letters of Credit & Circulars, Notes Issued and Cashed.
"FAR EASTERN TRAVELLERS GAZETTE"
free on application.

150 OFFICES THROUGHOUT THE WORLD 150
Far Eastern Office

HONGKONG, SHANGHAI, TIENTSIN, PEKING & YOKOHAMA.
Chief Office—LUDGATE CIRCUIS, LONDON, E.C.
Far Eastern Dept.—123, PAUL MALL, LONDON, S.W.
Local Address:—Hankow Hotel Building, HONGKONG.
Telegraphic Address: "COUPON." Telephone: Central No. 524-5

DOUGLAS & GRANT LTD.
KIRKCALDY, SCOTLAND

**RICE MILLING
MACHINERY**

The largest and most widely experienced makers in the world.

Sole Agents in South China

DODWELL & CO., HONGKONG.

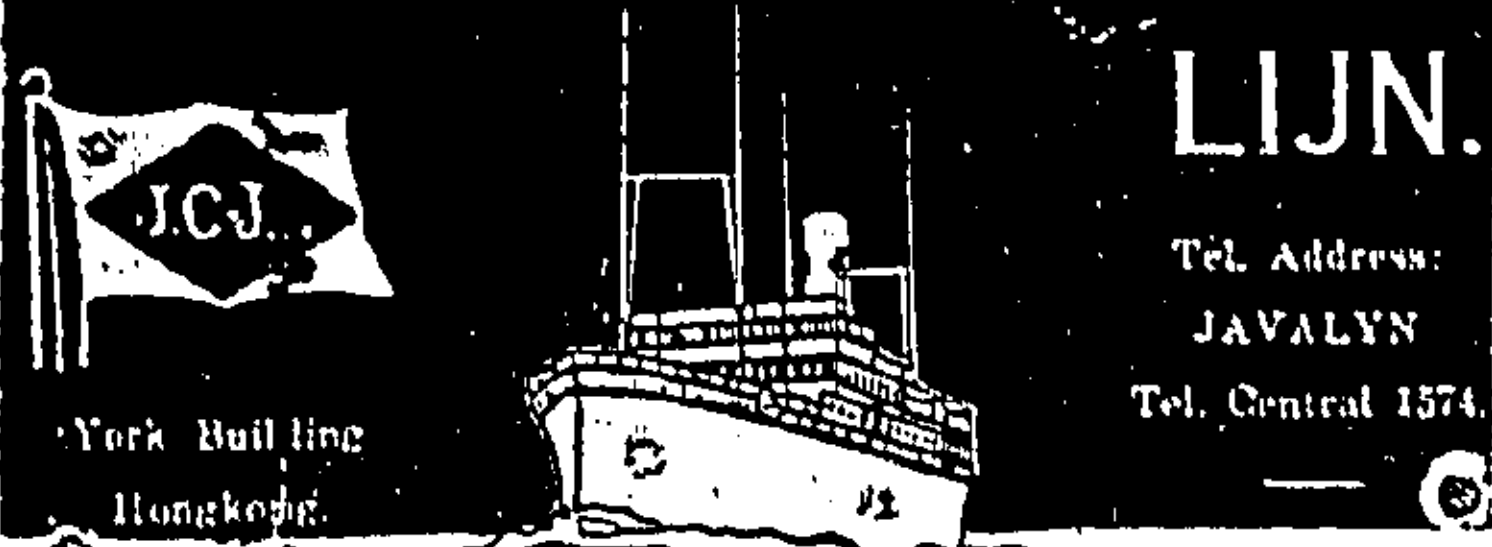
ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.
LIMITED.
TOKYO, JAPAN.

SOLE AGENTS
MITSUI BUSSAN KAISHA, LTD.
HONGKONG.

JAVA-CHINA-JAPAN



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITAROEM	JAVA	10th Aug.	24th Aug.	BATAVIA
TJIKEMBANG	NORTH CHINA	—	26th Aug.	BATAVIA
TJIKINI	JAPAN	20th Aug.	31st Aug.	BATAVIA

Wireless telegraphy.
The Steamers are all fitted with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
(Holland East Asia Line)

(Members of the Straits, China and Japan Conference).

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Taking cargo for Belgium, Netherlands, German and all North European ports on direct or optional Bills of Lading; also to United Kingdom ports on optional Bills of Lading only.

Arrivals from Europe.		
S.S. "KERTOSONO"	...	23th Aug.
S.S. "OOSTERK"	...	25th Sept.
S.S. "OOSTERK"	...	23th Oct.

Sailings to Europe subject to alterations.

Steamers	For	Calling on or about
"SAPARORA"	Rotterdam, Amsterdam, Hamburg & Bremen	8th Sept.
"KERTOSONO"	Amsterdam, Rotterdam, Hamburg & Bremen	8th Oct.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents.

Yok Buildings

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 23rd Aug.

For KEELUNG via Swatow & Amoy

S.S. "NANYO MARU No. 1" ... on or about 23rd Aug.

For further particulars, please apply to—

S. MITARAI

Agent.

Branch Office

No. 37, Bonham Strand, West

Tel. Central No. 155.

Top Floor, King's Building.

Tel. Central No. 140.

THE GAME OF BOWLS.

VIRTUES OF BIG WOODS.

Mr. G. T. Burrows, in the London *Daily Telegraph* writes: "Each season hundreds of grass green bowlers gravitate to Cumberland or Scottish turf greens. Many of them continue to handicap their chances of success in their new sphere by using out-of-date implements. By that I mean that they continue to play with the little, under-sized woods they used in their novitiate days. Long years of play upon all kinds of woods has brought the conviction to me that the man who wishes to succeed upon fast greens must discard his 4in. and his 5in. bowls and use those of the largest size and the fullest weight he can handle with comfort. All the men in the forefront of match-play today use woods ranging from 5 1/2 in. to 6 1/2 in. in diameter and 3 1/2 to 4 1/2 in. in length. They men who habitually play upon greens of the beautiful texture of the Forest Hill, Craydon, Wallington, and South London sands, for instance, are compelled to use full size and full-weighted woods if they wish to figure in representative matches or desire to go for in competitive games.

The little woods, used either for offensive or defensive bowls, are complete failures when their weight is tested at the jack head against the 5 1/2 in. bowl utilised by the progressive player. On a fast green, too, the weighty wood draws safely and surely to the jack, whereas the man using the 4in. or 5in. bowl is always haunted by the worry of having to be ever so precise in his stance, delivery, and pace, while wind, rain, and the constantly alternating conditions of a rink bring him added troubles in the matter of adjusting his strength. The big bowl player has none of these minor worries. If he should over-estimate his strength by half a pound or even a pound in weight he is sure to find something convenient to rest upon or even bore out of count.

I know many men in South London clubs who are kept out of county and league teams because they persist in using woods which cannot stand up to the weight of those utilised by the robust match players of other clubs. It is true that many of the little bowls which ex-grass green men have taken with them to their new clubs are fairly generous in bias, and upon a fast green (all for most careful judgment, but, all the same, these woods cut some curious capers, and when they are badly needed in the proximity of the jack are usually found sitting somewhere near the stings, or in the drain, or else hanging on the lip of the ditch. Every keen on match bowls should do his best to learn to grip a 5 1/2 in. wood.

It is to be regretted also that many men leaving grass greens are taking with them to their Cumberland turf awards the old straight woods they used with such deadly accuracy upon the coarse texture of their original sward. The E.B.A. has laid it down that after 1923 no bowls shall be used in open competitions which do not bear the stamp of that association, guaranteeing that the woods are of standard bias—standard now being a generous No. 3 bias—and that stamp to be affixed by a recognised maker who has paid the association a fee for the privilege of using this die.

This means that every bowler will sooner or later have to return his woods to an authorised tester, and they will be run over the floor against the standard bowl, and altered by turning to get the right bias or rejected as unsuitable. This new rule of the E.B.A. only applies to open competitive bowls at the moment, but the real force of the rule is this: that club men will withhold their names from handicaps and championships if bowlers with straight woods are competing, and club cupes will become mere farces until everyone has had his bowls submitted to the tester and stamped as being of genuine standard bias!

PENALTY KICKS IN FOOTBALL

A PRACTICE THAT MUST BE DISCONTINUED.

Mr. J. C. Clegg, President of the Football Association, at the annual meeting held in London, recently, moved on behalf of the Council that the offside law be amended to limit the area to within forty yards from each goal line, and in doing so said he thought it was the general feeling that the alteration would result in an improvement in carrying through matches. It was believed it would largely reduce the number of stoppages and permit of the game being carried on more consecutively and with more satisfaction to the spectators. The Council thought it would be wise to make the change.

On a show of hands, 71 voted for the proposal and 35 against, and the president declared it to have been carried, but it was pointed out that a two-thirds majority was necessary, and Mr. Clegg announced that it had been lost by a fraction.

The proposals of the Scottish F.A. to the same effect, and to reduce the number of opponents, who must be nearer their own goal-line before an offence is committed from three to two, were also defeated, but that of the Irish F.A. that all, with the exception of the player taking the kick and the opponents' goalkeeper, must be at least ten yards from where a penalty kick is being taken, was carried.

The addition to the free kick rule, that all players, with the exception of the goalkeeper, must stand outside the penalty area and within the field of play, and must not approach within ten yards of the ball until the kick is taken, was approved, and it was also requested that the International Board should accept the recommendation of the Council that the practice of players lining up on the penalty line to impede a player when taking a penalty kick was not in accordance with the intentions of the laws of the game, and must be discontinued. The Scottish F.A.'s proposals to restrict each Association's suspensions of clubs and individuals and the registration of players was agreed to provided that players retained by clubs under the rules of each National Association are registered and it was agreed to support the application of the Welsh F.A. to the International Board for a decision on law 8 as to what constitutes a player can be offside from a throw-down by a referee through stoppage of the game.

If people get a disease it is for the most part their own fault, and they ought not to be pitied as victims, but condemned as fools.—Dr. Leonard Williams.

BETTING RAMPANT IN SOUTH WALES.

VERY PREVALENT AMONG WOMEN.

Betting is rampant in South Wales, according to evidence submitted on July 5th to the Select Committee of the House of Commons, which was appointed to consider the advisability of the proposed law.

The following were among the points elicited—

Communists quoted the Betting Act as an example of "class legislation."

Betting among women in the mining districts was very prevalent.

It was common for people who drew the dole to bet extensively.

Miners would bet on anything.

Women had been found conducting betting houses without the knowledge of their husbands.

If miners were prevented from betting it would lead to a certain amount of social unrest.

A Nonconformist witness wanted the State to make illegal the publication in newspapers of racing news.

ARE THE CHINESE AN "INFERIOR RACE?"

Mr. Grenfell, a member of the Committee, asked Supt. Ben Evans, of the Glamorgan-shire County Police: "Is it not your opinion that it is inferior races of the world, and not the superior races, who gamble?"

Superintendent Evans smiled blandly, but would not commit himself to a reply.

The challenge, however, was taken up by Mr. Gresham Stewart, another member of the Committee, who asked Mr. Grenfell if he contended that the Chinese were an inferior race.

"The Chinese are great gamblers," was the reply.

"That is no reply to my question," retorted Mr. Stewart, hotly, when the Chairman called the two members to order.

STRANGE EXPERIENCE IN MOTOR RACE.

Capt. A. G. Miller, on July 18th, had curious experience at Brooklands, where he beat all one to nine one-hour motor-car records and all one to seven one-hour mile records. While driving, a tyre came off and struck him on the forehead, rendering him unconscious. His mechanic steered the car to safety. Capt. Miller, in a few minutes recovered and resumed his drive. A fire-engine on the side-track played on the tyre each time the car flashed past.

BOWEN & CO.,

No. 8, MURKIN ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWEN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS.
For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATORS, MARINE SURVEYORS
AUCTIONEERS, COAL MERCHANTS,
FREIGHT BROKERS, METAL MERCHANTS,
Machinery For Sale, New and Old in First Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS
(Members Shanghai Share-Brokers' Association).

SOLE AGENTS FOR CHINA:—
GREEN'S PATENT ANCHORS.
SAMUEL WARREN & Co., Ltd. (Sheffield),
High-Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application.
(Enquiries Welcomed)
Cable Address: BOWEN, Shanghai.
Cables: Barclay & Scott's, A.B.C.
5th Edition and Improved.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.	
BANGKOK via SWATOW	"HOSANG"	Monday, 13th Aug. 2 p.m.
STRAITS & CALCUTTA	"HOSANG"	Tuesday, 14th Aug. 3 p.m.
ANTUNG via SHANGHAI	"ESANG"	Tuesday, 14th Aug. 4 p.m.
TSINGTAU via SWATOW	"FOOSHING"	Wednesday, 15th Aug. Noon.
SHANGHAI via SWATOW	"TUNGSHING"	Friday, 17th Aug. 11 a.m.
MANILA	"MINGSANG"	Friday, 17th Aug. 3 p.m.
SHANGHAI via SWATOW	"WAISHING"	Sunday, 19th Aug. 10 a.m.
TSINGTAU via SWATOW	"KWONGSANG"	Wednesday, 22nd Aug. Noon.
SHANGHAI	"CHIPSING"	Wednesday, 22nd Aug. 2 p.m.
TIENSIN	"KUTSANG"	Thursday, 23rd Aug. Noon.
Kobe via SHANGHAI	"LEESANG"	Friday, 24th Aug. 8 a.m.
HAIPHONG via HOIHOW	"HINSANG"	Friday, 24th Aug. 11 a.m.
SANDAKAN	"CHUNANG"	Wednesday, 28th Sept. 8 a.m.
BANGKOK via HOIHOW		

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong and intermediate ports.

BORENO LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "BINSANG" and "MAUSANG" (both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Andat, Jesselton, Labuan, Tawau and Lahad Datt.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Cheloo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched, on or about Tuesday, 14th Aug., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE CENTRAL No. 215

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

Outwards.	Homewards.
Vessel.	Due Hongkong.
"GLENSHIRE"	14th Aug.
"PEMBROKESHIRE"	23th Aug.
"GLENLUCE"	10th Sept.
"GLENGLUE"	20th Sept.
"CARMARTHENSIRE"	8th Oct.

Movements are subject to change without notice.
For freight or further particulars please apply to—

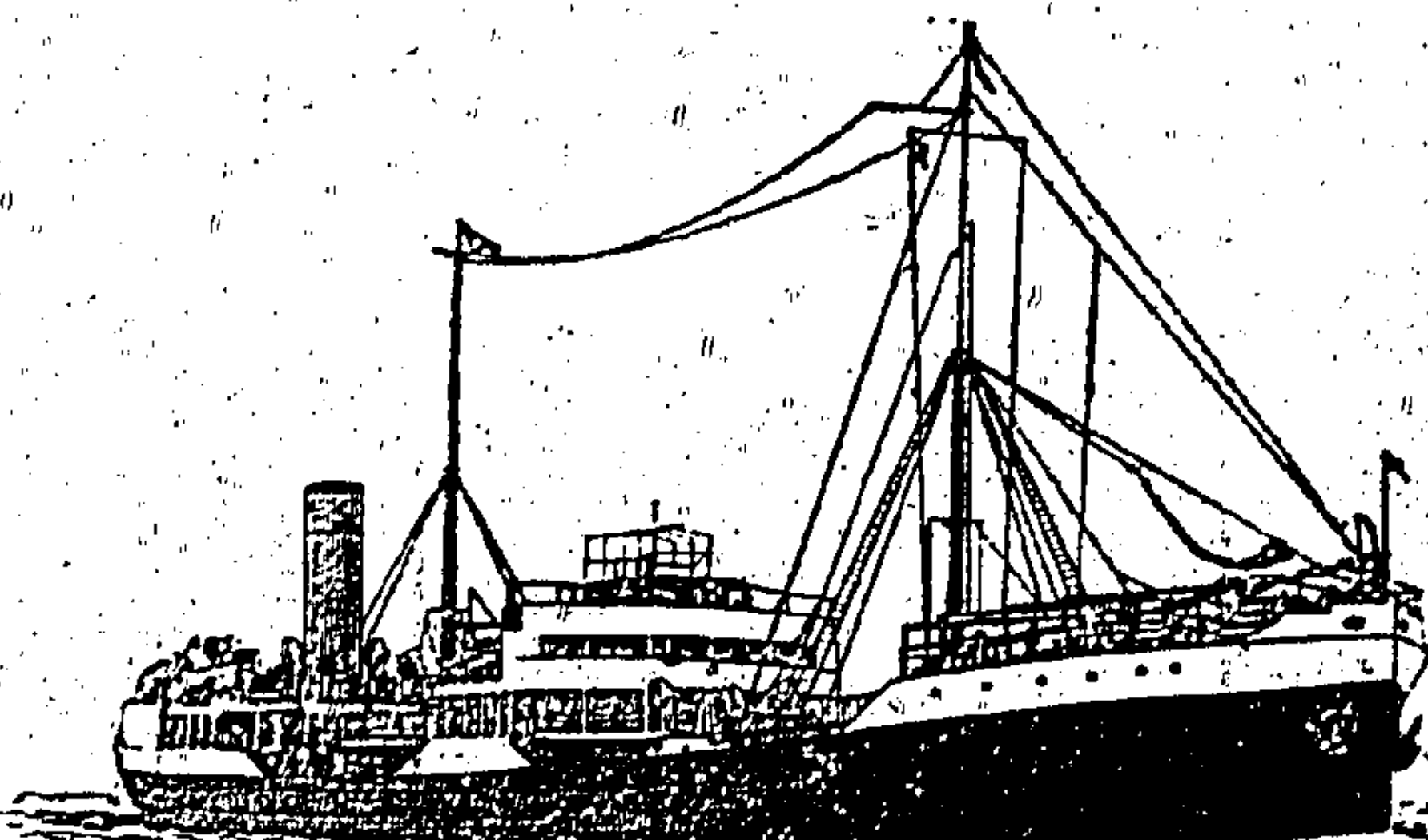
Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.

Telephones: Central No. 215 sub-ex. 23 and Central 3598.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG
Codes Used: A.I. A.B.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDINA"

4270' x 53' x 31'0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO SAEON PETROLEUM CO., LTD., being one of four similar vessels built in these works to the same order.

Please address enquiries to the Chief Manager;

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

Hotels JAPAN AND MANCHURIA

Members of Japan Hotel Association

c/o TRAVEL BUREAU, DEPT. OF RAILWAYS, TOKYO.

Average Rates for Single Rooms (without Bath) including meals
Y. 10-13 in cities and some popular resort
Y. 8-10 in country districts.

IN JAPAN PROPER

Canzenji (Nikko)	Kyoto	Nagoya	Shinjuku
Lakeview Hotel	Kyoto Hotel	Nagoya Hotel	Daitokuwan Hotel
Kamakura	Miyako Hotel	Nara	Tokyo
Kaikin Hotel	Matsumoto	Nara Hotel	Imperial Hotel
Kanazawa	Park Hotel	Nikko	Omori Hotel
Nikasa Hotel	Miyajima	Kanaya Hotel	Tokyo Station Hotel
Mampai Hotel	Miyajima Hotel	Nikko Hotel	Tanjiyosoyoken Hotel
Kobe	Miyajima	Otsuka	Yokohama
Oriental Hotel	Fujiya Hotel	Otsuka Hotel	Grand Hotel
Tor Hotel	Nagasaki	Shimonoseki	
	Japan Hotel	San-ye Hotel	

IN TAIWAN (FORMOSA)

Taichow—Taiwan Railway Hotel

IN MANCHURIA

IN CHOSON	Changchun	Hoten (Mukden)
Fusan	Yamato Hotel	Yamato Hotel
Fusan Station Hotel	Dairen	Ryojan (Port Arthur)
Kyojo (Seoul)	Amata Hotel	Yamato Hotel
Chosen Hotel	Hochigaura	
Shanghai	Yamato Hotel	
Shanghai Station Hotel		

SHIPPING NEWS

ARRIVALS.

August 10th.
Dongola, British str., 8,082 tons, Capt. R. H. Griffin, R.N.R., from Singapore, with a general cargo.—MacKinnon, Mackenzie & Co.

Lushan Maru, Japanese str., 1,506 tons, Capt. T. Yasukawa, from Shanghai and Swatow, with a general cargo.—N.Y.K.

Zaisana, Panama str., 401 tons, Capt. Leung Hin Wa, from Kwang Chow Wai, with a general cargo.—Sung Tai Hong.

Vulcanus, Dutch str., 707 tons, Capt. P. Philipp, from Tamsui.—Asiatic Petroleum Co.

Xuet Wah, Chinese str., 850 tons, Capt. W. Kun, from Hongkong and Hoihow, with coal.—Kuen Fat & Co.

August 11th.
Busko Maru, Japanese str., 1,353 tons, Capt. U. Okubo, from Saigon, with rice.—O.S.K.

Chihli, British str., 1,143 tons, from Shanghai, with a general cargo.—B. & S.

Fushiki Maru, Japanese str., 1,083 tons, Capt. M. Hirakawa, from Keelung, with coal.—M.B.K.

Laiyang, British str., from Canton.

Haldia, British str., 1,144 tons, Capt. D. E. Lewis, from Mauritius and Singapore, with a general cargo.—Bank Line.

Haldia, Norwegian str., 781 tons, Capt. R. Helgesen, from Amoy, with a general cargo.—Thorburn & Co.

Hu Sang, British str., 2,293 tons, Capt. J. M. Wright, from Kobe, with a general cargo.—J. M. & Co.

Kiama, British str., from Canton.

Phraung, British str., 1,022 tons, Capt. H. C. Kiddle, from Tourane, with a general cargo.—Cheong Yue S.S. Co.

Sasha Maru, Japanese str., 1,001 tons, Capt. Y. Okura, from Swatow, with a general cargo.—O.S.K.

Saigang, British str., from Canton.

Tai Lee, British str., from Canton.

Tammy, British str., 1,356 tons, Capt. R. Turnbull, from Manila, with a general cargo.—B. & S.

August 12th.
Albion Maru, Japanese str., from Canton.

Hui Hong, British str., 1,270 tons, Capt. W. C. Passmore, from Swatow, with a general cargo.—Douglas S.S. Co.

Tungching, British str., 1,173 tons, Capt. R. Bateman, from Shanghai, with a general cargo.—J. M. & Co.

CLEARANCES.

August 11th.
Albion Maru, for Kwang Chow Wai.

Albion Maru, for 25, for Keelung.

Dongola, for Shanghai.

Fushiki Maru, for Canton.

Kiama, for Pakhoi.

King Yin, for Hoihow.

Lingnan, for Canton.

Phraung, for Nagasaki.

Saigang, for Cebu.

Shikoku Maru, for Haiphong.

Sasha Maru, for Canton.

Tammy, for Kwang Chow Wai.

Yanchow Maru, for Tamsui.

Yuet Wah, for Swatow.

PASSENGERS.

ARRIVALS.
Per s.s. Hu Sang, on August 11th: Miss Haynes and Mr. Smith.

VESSELS EXPECTED.

Amboise (M.M.), due August 28th.

Andre Lebon (M.M.), due August 17th.

Bellington (Blue Funnel), due Sept. 7th.

Benbow (Ben Line), due August 14th.

Condor (M.M.), due September 11th.

Empress of Australia, due August 16th.

Lionel (Blue Funnel), August 14th.

Major (Blue Funnel), due August 31st.

Mermaid (Blue Funnel), due Sept. 8th.

Perseus (Blue Funnel), due August 25th.

Sasha Maru (T.K.K.), due August 21st.

Tammy (N.Y.K.), due to-day.

Victoria, due August 27th.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Due Vancouver	From Vancouver	Due Montreal
Empress Australia Aug. 24	Sept. 12	Montcalm Sept. 21	Sept. 28
Empress Asia Sept. 6	Sept. 24	Empress Scotland Sept. 29	Oct. 4
Empress Canada Sept. 22	Oct. 8	Empress France Oct. 13	Oct. 19
Empress Russia Oct. 4	Oct. 22	Empress Scotland Oct. 27	Nov. 2
Empress Australia Oct. 19	Nov. 7	Montcalm Nov. 16	Nov. 23
Empress Asia Nov. 1	Nov. 19	Empress Scotland Nov. 24	Nov. 30
Empress Canada Nov. 17	Dec. 5	Empress France Dec. 9	Dec. 15
Empress Russia Nov. 29	Dec. 17	Empress Scotland Dec. 23	Dec. 29

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILLUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE. £120. First class throughout. HONGKONG TO SAN FRANCISCO. VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU. STEAMERS. KOREA MARU (calling at Manila and Keelung), ...22,000 tons, Aug. 16th.

SHINYO MARU (calling at Keelung), ...23,000 tons, Aug. 31st.

SIBERIA MARU (calling at Dairen), ...22,000 tons, Sept. 15th.

TAIYO MARU (calling at Manila and Keelung), ...22,000 tons, Sept. 30th.

HONGKONG TO VALPARAISO. VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, AFRICA AND IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES. STEAMERS. T.N.S. LEAVE HONGKONG. GIN MARU ...18,000 tons, ...September 5th.

AVO MARU ...18,000 tons, ...October 20th.

SEIT MARU ...14,000 tons, ...December 4th.

BAKUO MARU ...18,000 tons, ...January 15th.

JAPAN-HONGKONG-JAVA SERVICE. OSAKA, KOBE, MOJI, DAIRIEN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA. STEAMER DESTINATION LEAVE HONGKONG. PERSIA MARU (Keelung, Moji, Kobe & Osaka), ...August 17th.

NEW YORK LINE. (Freight only) VIA JAVA AND SUEZ. STEAMER. MELVO MARU ...about September 30th.

For full information regarding Passengers, Freight & Sailings. Apply to: Y. TSUTSUMI, Manager. King's Building, Tel. No. C. 2574 & 2575.

Agents at Canton: Messrs. T. E. GRIFFITH.

WEATHER REPORT. August 11th at 15.45—Warning to Hongkong, Coast Ports, &c.—A severe typhoon within 120 miles of Lat. 23 deg. N. Long. 118 deg. E. moving N.W.

August 12th at 12.12—Returns from the majority of stations are lacking this morning; no weather map will be issued. The typhoon is still shown as a depression over the lower Yangtze.

Hongkong rainfall for the 24 hours ending at 10 a.m. 12th August, 1.51 inch. Total since January 1st, 64.07 inches, against an average of 57.63 inches.

The forecast for the 24 hours ending at noon, 12th Aug. is as follows: District Forecast. Hongkong to Gap Rock S. winds, moderate, cloudy, showery.

Formosa Channel do. South coast of China between Hongkong and Hailan do.

South coast of China between Hongkong and Lamoo do.

HONGKONG METEOROLOGICAL REGISTER. Hongkong Observatory, August 11th.

Previous Day at 5 p.m. at 8 a.m. at 10 a.m.

Barometer 29.40 29.41 29.47

Temperature 84 80 79

Humidity 83 89 95

Wind Direction Calm W Calm W

Force 0 1 0

Weather O C O

Rain 0.18 0.0 0.8

Highest open-air temperature on 10th 85

Lowest open-air temperature on 11th 73

THE NEW PRISON REPORT. THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1922. With Index, Price \$7.50. On sale at the Hongkong Daily Press.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

"PRESIDENT CLEVELAND" ... Aug. 16th.

"PRESIDENT PIERCE" ... Aug. 29th.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120

£110

FIRST CLASS ONE CLASS STEAMERS THROUGHOUT ON ATLANTIC.

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

"PRESIDENT PIERCE" ... Aug. 20th.

"PRESIDENT WILSON" ... Sept. 3rd.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

Through passage rates to Europe via America. G.2405, G.2420, G.2440.

SHIDYOKA MARU ... Wednesday, 5th Sept., at 11 a.m.

KAGA MARU ... Monday, 15th Oct.

MARSHILLES, LONDON & ANTWERP via Singapore, &c.

MASSIMO MARU ... Tuesday, 21st Aug., at 4 p.m.

SUWA MARU ... Thursday, 29th Aug., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MATSUYE MARU ... First half Sept.

L'VEBPOOL via MARSEILLES & VALENCIA.

DARBAN MARU ... First half Sept.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Wednesday, 15th Aug., at 11 a.m.

TANGO MARU ... Wednesday, 15th Sept., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

LINSON MARU ... First half Sept.

BUENOS AIRES via Singapore, Darban & Caen town.

KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

WAKASA MARU ... Monday, 27th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Saturday, 25th Aug.

NAHASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Saturday, 18th Aug., Afternoon

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU ... Tuesday, 14th Aug.

MISHIMA MARU ... Tuesday, 14th Aug.

For further information apply to— NIPPON YUSEN KAISHA

Telephone: (Canton) 242, 244 & 2422. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-creation abroad.

Oil-fired tug boat "LION" built by W. S. Bailey & Co., Ltd.

Builders, Designers, Erectors and Constructors of Engineers and Repairs.

82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200.

VISITORS AT HOTELS

HONGKONG HOTEL.

Mr G. A. Abendenon Mr & Mrs N. E. Lowe

Mrs E. B. Belline & 3 children

Mrs E. Blackburn Mr Julius Marcus

Mr T. G. Blakey Mr Paul Marcus

Mr & Mrs A. Brimthader Mr P. Marks

Mr O. S. Cole Mr J. McArthur

Mr T. S. Crovat Mr J. H. Montague

Mr C. H. Dakers Capt. G. Morse

Mr J. C. Dunn Mr P. I. Newman

Mr H. G. Fairfield Mr E. G. Osborn

Mr C. J. Ferguson Mr T. Pala

Mr W. N. Ferguson Mr & Mrs H. Pearson

Mr E. B. Fleming Mr S. S. Perry

Major M. Garibaldi Mr T. Peirce

Mr W. H. Gatfield Mr V. W. Purcell

Dr R. E. Gill Miss F. A. Reay

Mr & Mrs J. Gonld Mr C. Shetkury

Mrs J. Gray Mr J. A. E. da Silva

Capt. T. P. Hall Mr J. B. Sharp

Mr J. E. Hallock Mr F. B. Shaw

Mr & Mrs W. A. Hannibal Mr W. F. Simmons

Mr John Scott Harton Mr C. P. Smith

Lt. Comdr. E. P. Hubbon Mr F. Soane

Mr J. M. de Jong Mr K. A. Stevens

Mr R. de Kat Mr S. S. Stokely

Mr E. Leebbeck Mr T. T. Thijssen

Mr J. Lelas Mr W. M. Vernon

Miss H. Lillie Mr A. K. Wagschal

Mr & Mrs J. E. Lounnan Mr & Mrs Watson

Mr A. Lorfar Mr E. G. Webster

Mr W. J. Wilson

Raffles Bay Hotel.

Mr & Mrs J. Behr Mr & Mrs C. Hockey

Mr & Mrs M. H. Bollman Mr M. H. Keonchaa

Mr & Mrs Blakey & child Mr G. H. Lynott

Mr E. M. Crawford Mr & Mrs C. Land

Mr W. Crocker Mr & Mrs Montgomery

Mr W. Douglas Mr W. H. Plant

Mr Chester Fritz Mr Richmond

Mrs C. W. Gay Mr & Mrs C. B.

Miss Geare Mr C. L. Shank

Mr & Mrs L. H. George Mr & Mrs Weisson

Mr & Mrs E. R. Gourdeau Mr & Mrs Whitaker

Mr J. R. J. Hall Miss H. Williams

Mr & Mrs G. F. Haslam Mr F. N. Young

PALACE HOTEL.

Mr W. Bennett Mr J. Jack

Mr & Mrs T. Bessler Mr J. J. Mannix

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 15th Aug. ... Marseilles, London, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

A "Class Steamers ... 1st Class £92—2nd Class £62
 B "Class Steamers ... 1st Class £84—2nd Class £58
 C "Class Steamers ... 1st Class £56

S.S. "C" Class Steamers comprise those of the "C" type, which have accommodation for a few passengers, but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

THE RANK LINE, LTD.

(Tel. Central 780)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "TALITHYBIUS" ... via Suez Canal ... 15th August.
 S.S. "CITY OF BOSTON" ... via Suez Canal ... 25th August.
 S.S. "ANTILLOCHUS" ... via Suez Canal ... 5th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE RANK LINE, LTD., HONGKONG.

(Sole Agents & Cos., Ltd.)

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Port of Call at Hongkong and Sailing for.	Probable Company from Hongkong for Marseilles.
CHAMBERLAIN	—	—	20th Aug.
PAUL LECAT	—	—	3rd Sept.
ANDRE LEBON	15th July	17th Aug.	17th Sept.
AMBOISE	25th July	25th Aug.	1st Oct.
ORDILLERE	10th Aug.	11th Sept.	15th Oct.
ANGERS	24th Aug.	25th Sept.	29th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... £ 95. 0s. 0d. B CLASS (1st Class) ... £ 85. 0s. 0d.
 STEAMERS (2nd) ... £ 65. 0s. 0d. STEAMERS (2nd) ... £ 55. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "C. DORISE" loading for HAVRE, ANTWERP & DUNKIRK, about 1st August.

MESSAGERIES MARITIMES CO.

Telephone: Central 740.

3)

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, and most excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG ... Capt. W. O. Passmore ... Wednesday, 15th Aug., at 12 Noon.
 HAIHONG ... Capt. E. H. Walker ... Friday, 17th Aug., at 1 p.m.
 FAICHING ... Capt. J. B. Thomson ... Tuesday, 21st Aug., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blais Pier)

For Freight and Passage apply to—

DOUGLAS LAPIRAK & CO.

(General Managers)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO

No. 14 FEDDER ST., HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, Borneo, Orizaba, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	9,841	32nd Aug.	Mars. Gib. London & Antwerp.
"ALIPORE"	9,272	22nd Aug.	Singapore, Penang, Colombo & B'way.
"MACEDONIA"	11,089	7th Sept.	Singapore, Penang, Colombo & B'way.
"SICILIA"	8,813	20th Sept.	Singapore, Penang, Colombo & B'way.
"DONGOLA"	9,058	31st Sept.	Mars. Gib. London & Antwerp.
"MANTUA"	10,902	5th Oct.	Singapore, Penang, Colombo & B'way.
"SUDAN"	8,697	17th Oct.	Singapore, Penang, Colombo & B'way.
"KARMA"	9,098	18th Oct.	Mars. Gib. London & Antwerp.
"CALEDONIA"	7,622	2nd Nov.	do.
"NELLORE"	8,622	4th Nov.	do.
"MALWA"	10,841	10th Nov.	do.
"KALIAN"	9,088	30th Nov.	do.
"SUDAN"	8,697	13th Dec.	do.

1924.

"MACEDONIA"	11,089	25th Jan.	MARSEILLES & LONDON
"KASHGAR"	9,240	8th Feb.	via Usual Ports of Call
"MOREA"	10,911	22nd Feb.	do.
"KARMA"	9,098	7th March	do.
"NALLERA"	15,803	21st March	do.
"KALIAN"	9,088	4th April	do.
"CHINA"	7,982	18th April	do.

BRITISH INDIA - APCAR SAILINGS

"WARINA"	3,150	18th Aug.	Bangkok.
"JANTUS"	4,824	31st Aug.	Singapore, Penang & Celestia.
"JAPAN"	6,052	4th Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	1st Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	6th Oct.	do.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"MANTUA"	10,902	25th Aug.	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	8,813	29th Aug.	Shanghai.
"TANDA"	8,858	29th Aug.	Yokohama & Kobe.
"KARMA"	9,098	8th Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 Passengers for Baggage must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the action of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans, free of charge.
 Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, please apply to—

BAXTER & MACKENZIE & CO.

32, Des Voeux Road, Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast 1 eight steamers.

For BOSTON and NEW YORK

S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED.

Telephone: Central 5185

Telegrams (Far East)

(Incorporated in Great Britain)

St. George's Building.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
 LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" (Call at Marseilles) ... Tuesday, 4th Sept.

BIO DE JANEIRO, SANTO, & BUENOS AIRES—via Suez.

Singapore, Colombo, Durban and Capetown—Passenger Service.

"MEXICO MARU" (Call at Montevideo) ... Friday, 17th Aug.

BOMBAY—fortnightly service via Singapore and Colombo.

"SUMATRA MARU" ... Monday, 20th Aug.

SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service.

"BUSHO MARU" ... Saturday, 1st Sept.

CALCUTTA—Monthly Service via Singapore and Rangoon.

"INDO MARU" ... Wednesday, 15th Aug.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai, and Japan Ports—taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"AFRICA MARU" ... Friday, 17th Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"ALASKA MARU" ... Beginning of Aug.

JAPAN PORTS—Kobe, Yokohama via Shanghai.

"PARIS MARU" (Not Call at Moji) ... Thursday, 16th Aug.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"AMAKURA MARU" ... Wednesday, 22nd Aug., Noon.

TAKAO & SWATOW & AMOY ... Thursday, 16th Aug., 10 a.m.

TAKAO & KEELUNG ... Thursday, 16th Aug.

"BUSHO MARU" ... For sailing dates and further particulars please apply to S. RAJIA, Manager.

Tel. Central No. 4920.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
CHEFOO & NEWCHOW	"PAOTING"	On 15th Aug. 4 p.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 15th Aug. 4 p.m.
AMOY & SHANGHAI	"KANGHOU"	On 14th Aug. 4 p.m.
SWATOW & BANGKOK	"KANGHOU"	On 14th Aug. 4 p.m.
MANILA	"TAMING"	On 15th Aug. 4 p.m.
HOIHOW	"KALGAN"	On 16th Aug. 10 a.m.
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW"	On 17th Aug. Noon
SWATOW & BANGKOK	"KALGAN"	On 21st Aug. 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 22nd Aug. 8 a.m.
MANILA	"TEAN"	On 22nd Aug. 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Robadle service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

HONGKONG LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 23.

SINGAPORE & SWIRE (Sole Agents & Cos., Ltd.) Agents.

CARGO & PASSENGER CAN BE SHIPPED AT THE OFFICE OF BUTTERFIELD & SWIRE (Sole Agents & Cos., Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sulu, etc., & Aus. Ports
---------	------------------------------	---

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

Telephone Central No. 34.

(Sole Agents & Cos., Ltd.) Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Chopaka" ... Due Hongkong 31st Aug.

U.S.S.B. "West Carmona" ... Leave Hongkong 1st Sept.

U.S.S.B. "West Carmona" ... Due Hongkong 31st Sept.

U.S.S.B. "West Carmona" ... Leave Hongkong 22nd Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.

U.S.S.B. "West Chopaka" ... Due Hongkong 15th Aug.

U.S.S.B. "West Chopaka" ... Leave Hongkong 16th Aug.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Carmona" ... Due Hongkong 18th Aug.

U.S.S.B. "West Carmona" ... Leave Hongkong 21st Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 3008.

K. A. BEYUM, Res. Agent.

[22]

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "EGREMONT CASTLE" ... sailing on or about 17th Aug.

S.S. "BOWEN CASTLE" ... sailing on or about 18th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIRELLA having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 266.

FOR SHANGHAI, YOKOHAMA & KOBE

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "TERREST" ... sailing on or about 2nd Sept.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage apply to any of the Agents listed below.

DODWELL & CO., LIMITED.

Telephone Central 1030.

Agents.

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
STRAITS	Tambo Maru ...	13th Aug.
MANILA	Pres. Cleveland ...	13th Aug.
SHANGHAI	Yungchow ...	14th Aug.
CANADA, U.S.A., JAPAN AND SHANGHAI ...	Pres. Jefferson ...	15th Aug.
London via New York 10th July ...	Emp. of Australia ...	15th Aug.
London letters via Siam (17th July) ...	Lycos ...	15th Aug.
U.S.A., Japan and Shanghai ...	Pres. Pierce ...	15th Aug.
London, parcels only (15th July) ...	Manila ...	15th Aug.

OUTWARD MAILS.

FOR	PER	DATE
Swatow and Bangkok	Hopang ...	Monday 13th, 1.00 P.M.
Swatow	Kingyuan ...	2.30 P.M.
Shanghai, Japan, Canada, U.S.A. ...	Parcels ...	4.00 P.M.
Central & South America ...	Registration ...	5.00 P.M.
EUROPE via VICTORIA, B.C. ...	Letters ...	5.30 P.M.
Ship sails 14th inst., 10 a.m. ...	Talkybius ...	5.00 P.M.
Manila	Hopang ...	Tuesday, 14th, 1.00 P.M.
Straits and Calcutta	Titan ...	5.00 P.M.
Manila	Parcels ...	14th 5 P.M.
Central & South America ...	Registration ...	15th 9.45 A.M.
EUROPE via SAN FRANCISCO ...	Letters ...	10.30 A.M.
Ship sails 14th inst., 10 a.m. ...	Aki Maru ...	Wednesday, 15th, 8.45 A.M.
Manila, Australia & New Zealand via ...	Registration ...	9.30 A.M.
Thursday Island - due Thursday ...	Letters ...	11.00 A.M.
Swatow, Amoy and Foochow ...	Hakong ...	11.00 A.M.
Swatow	B. Sang ...	Noon
Swatow, Amoy and Takao ...	Sasha Maru ...	Thursday, 16th, 9.00 A.M.
Manila, Formosa, Shanghai, Japan ...	Korea Maru ...	10.30 A.M.
Honolulu, Canada, U.S.A., C. & S. ...		
America & Europe via San Francisco ...		
Ship sails 15th Sept. ...		

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"LAOMEDON"	20TH AUG. London, Rotterdam & Hamburg.
"PATROCLUS"	4TH SEPT. Marseilles, London & Rotterdam.
"LYCAON"	17TH SEPT. London, Rotterdam & Hamburg.
"MENTOR"	24TH SEPT. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"TITAN"	15TH AUG. Genoa, Marseilles, Liverpool & Glasgow.
"AGAMEMNON"	1ST SEPT. Marseilles, Havre, Liverpool & Glasgow.
"ET. TEMPLAR"	20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE

"ACHILLES"	12TH SEPT. } Victoria, Seattle & Vancouver.
"PHILOCTETES"	20TH SEPT. }

NEW YORK SERVICE

"TALTHYBIUS"	14TH AUG. via Suez and Boston.
"ANTIOCHUS"	5TH SEPT. via Suez and Boston.

*loads for Philadelphia.

PASSENGER SERVICE

"MENTOR"	1ST SEPT. for Moji, Kobe & Yokohama.
"PATROCLUS"	4TH SEPT. for Singapore, Marseilles & London.
"MENTOR"	24TH SEPT. for Singapore & London.
"TEIRESIAS"	5TH NOV. for Singapore & London.
"SARPEDON"	11TH DEC. for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS.

ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL U.S.\$4,000,000.

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

BRANCHES—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAR, Manager.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office: York Building, Chester Road, Hongkong.

Branches: Shanghai, St. Kiang Road, Hankow—British Concession.

CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE. Attractive rates for all kinds of Deposits. Inquiries are welcome.

T. H. MAI, Manager.

1933.

THE CHINESE MERCHANTS BANK, LTD.

司公限有銀商華

HEAD OFFICE: Alexandra Buildings, Charter Road.

GENERAL Banking and Exchange Business transacted.

Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

COMMERCIAL OPENING QUOTATIONS.

11th August 1933.

On London—	
Telegraphic Transfer	100
Bank Bill, on demand	100 1/2
Bank Bill, at 30 days' sight	100 1/2
Bank Bill, at 4 months' sight	100 1/2
Bank Bill, at 6 months' sight	100 1/2
On Hongkong—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Shanghai—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Calcutta—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Bombay—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Madras—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Rangoon—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Singapore—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Penang—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Malacca—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Java—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Batavia—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Surabaya—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Semarang—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Medan—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Palembang—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Pontianak—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Banjarmasin—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Makassar—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Manado—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Ternate—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Tidore—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Macassar—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Makassar—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Makassar—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100

On Makassar—	
Bank Bill, on demand	100
Bank Bill, at 30 days' sight	100
Bank Bill, at 4 months' sight	100
Bank Bill, at 6 months' sight	100



CAPSTAN

VIRGINIA CIGARETTES

SELECTED & BLENDED BY EXPERTS FROM THE FINEST VIRGINIA LEAF

Smokers of "CAPSTAN" CIGARETTES are always sure of a cool and pleasant smoke with an excellent flavour

The CIGARETTE for the CONNOISSEUR

OBTAINABLE FROM ALL HIGH-CLASS TOBACCONISTS

Packets of 10 Tins of 50

Advertisement is issued by British-American Tobacco Co. (China), Ltd.



THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:	15, Greenchurch Street, London, E.C. 3.
Authorized Capital	23,000,000
Subscribed Capital	21,000,000
Paid-up Capital	21,000,000
Reserve Fund	21,000,000

BANKERS:	THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.
BRANCHES:	Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Shanghai, Canton, Hankow, Peking, Tientsin, Yokohama, Kobe, Singapore, Penang, Malacca, Medan, Pontianak, Banjarmasin, Makassar, Manado, Ternate, Tidore, Macassar, Macao, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Yokohama, Kobe, Singapore, Penang, Malacca, Medan, Pontianak, Banjarmasin, Makassar, Manado, Ternate, Tidore, Macassar, Macao.

HEAD OFFICE:	15, Greenchurch Street, London, E.C. 3.
Authorized Capital	23,000,000
Subscribed Capital	21,000,000
Paid-up Capital	21,000,000
Reserve Fund	21,000,000

BANKERS:	THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.
BRANCHES:	Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Shanghai, Canton, Hankow, Peking, Tientsin, Yokohama, Kobe, Singapore, Penang, Malacca, Medan, Pontianak, Banjarmasin, Makassar, Manado, Ternate, Tidore, Macassar, Macao.

HEAD OFFICE:	15, Greenchurch Street, London, E.C. 3.
Authorized Capital	23,000,000
Subscribed Capital	21,000,000
Paid-up Capital	21,000,000
Reserve Fund	21,000,000

BANKERS:	THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.
BRANCHES:	Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Shanghai, Canton, Hankow, Peking, Tientsin, Yokohama, Kobe, Singapore, Penang, Malacca, Medan, Pontianak, Banjarmasin, Makassar, Manado, Ternate, Tidore, Macassar, Macao.

HEAD OFFICE:	15, Greenchurch Street, London, E.C. 3.
Authorized Capital	23,000,000
Subscribed Capital	21,000,000
Paid-up Capital	21,000,000
Reserve Fund	21,000,000

BANKERS:	THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.
BRANCHES:	Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Shanghai, Canton, Hankow, Peking, Tientsin, Yokohama, Kobe, Singapore, Penang, Malacca, Medan, Pontianak, Banjarmasin, Makassar, Manado, Ternate, Tidore, Macassar, Macao.

HEAD OFFICE:	15, Greenchurch Street, London, E.C. 3.
Authorized Capital	23,000,000
Subscribed Capital	21,000,000
Paid-up Capital	21,000,000
Reserve Fund	21,000,000

BANKERS:	THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.
BRANCHES:	Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Shanghai, Canton, Hankow, Peking, Tientsin, Yokohama, Kobe, Singapore, Penang, Malacca, Medan, Pontianak, Banjarmasin, Makassar, Manado, Ternate, Tidore, Macassar, Macao.

HEAD OFFICE:	15, Greenchurch Street, London, E.C. 3.
Authorized Capital	23,000,000
Subscribed Capital	21,000,000
Paid-up Capital	21,000,000
Reserve Fund	21,000,000

BANKERS:	THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.
BRANCHES:	Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Shanghai, Canton, Hankow, Peking, Tientsin, Yokohama, Kobe, Singapore, Penang, Malacca, Medan, Pontianak, Banjarmasin, Makassar, Manado, Ternate, Tidore, Macassar, Macao.

HEAD OFFICE:	15, Greenchurch Street, London, E.C. 3.
Authorized Capital	23,000,000
Subscribed Capital	21,000,000
Paid-up Capital	21,000,000
Reserve Fund	21,000,000

BANKERS:	THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.
BRANCHES:	Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Shanghai, Canton, Hankow, Peking, Tientsin, Yokohama, Kobe, Singapore, Penang, Malacca, Medan, Pontianak, Banjarmasin, Makassar, Manado, Ternate, Tidore, Macassar, Macao.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:	No. 10, Des Vaux Road C., HONGKONG.
Authorized Capital	\$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	500,000.00

DIRECTORS:	Mr. Pong Wai Tso, Chairman, Hon. Mr. Chow, Mr. Huynh Tai, Shou Son, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Keng, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Kan Chiu Nam, Mr. Ng Chang Lok.
Chief Manager:	Mr. Kan Tong Po.
Asst. Manager:	Mr. Li Tse Fong.

BRANCHES:	LONDON, PARIS, SHANGHAI, KOBE, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.
-----------	---

AGENCIES:	NEW YORK, SAN FRANCISCO, YOKOHAMA, SAIGON, PENANG, HANKOW, BATAVIA, SOERABAYA, BOMBAY, CANTON.
-----------	--

HEAD OFFICE:	No. 10, Des Vaux Road C., HONGKONG.
Authorized Capital	\$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	500,000.00

DIRECTORS:	Mr. Pong Wai Tso, Chairman, Hon. Mr. Chow, Mr. Huynh Tai, Shou Son, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Keng, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Kan Chiu Nam, Mr. Ng Chang Lok.
Chief Manager:	Mr. Kan Tong Po.
Asst. Manager:	Mr. Li Tse Fong.

BRANCHES:	LONDON, PARIS, SHANGHAI, KOBE, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.
-----------	---

AGENCIES:	NEW YORK, SAN FRANCISCO, YOKOHAMA, SAIGON, PENANG, HANKOW, BATAVIA, SOERABAYA, BOMBAY, CANTON.
-----------	--